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| 1 Qt. Burgundy. | 1 Qt. Engbrand's XXX Brandy. |
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MEN'S TALK.

IT IS NOT ONLY WOMEN WHO "TALK DRESS" WHEN THEY FOREGATHER. MEN TOO ARE INTERESTED IN THIS VERY PERSONAL SUBJECT, SOMETIMES, PERHAPS EVEN MORE THAN SOME WOMEN. AFTER ALL IT IS DUE TO A MAN'S SELF-RESPECT

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KOWLOON BRITISH SCHOOL PRIZE DAY.

A SUCCESSFUL YEAR REVIEWED.

PUPILS' HEALTH AND WORK SATISFACTORY.

The annual prize-day and exhibition of pupils' work was held at the Kowloon Junior British School yesterday. Among those present were Mrs. R. M. Dyer (who presented the prizes), Mr. E. Ralphs (Inspector of English Schools), Mr. A. E. Wood (Director of Education), Professor L. Forster, the Rev. H. R. Wells, the Rev. J. Horace Johnstone and Captain Shampek (Military Schools).

Mr. Ralphs congratulated both staff and pupils on a fine year of work, especially with regard to the successes in drawing.

A Good Year.

In her report, the Headmistress, Miss M. Cooper, B.A., stated that the attendance had been well maintained. In April 1924 pupils were on the roll—the highest recorded attendance.

Mrs. Hower left for New Zealand in January. In the same month Miss Bailey was married and they lost a valuable kindergarten mistress when she resigned in March, in order to return to England. Mrs. Hooper re-joined the staff in April and Mrs. Rundell was appointed in Mrs. Hower's place.

On January 27th, H.E. the Governor, accompanied by the Director of Education, visited the school and examined the work done. Mr. Ralphs, Mr. de Martin, Mr. Wells, and Mr. B. Wylie had also visited the school during the year and inspected the work of the classes. Professor Forster took some interesting intelligence tests in Class 7.

In June 27th pupils entered for the Preparatory Examination of the Royal Drawing Society and one pupil, Joan Berry, for Division I. This pupil was awarded honours. Of those taking the Preparatory Section, 15 gained honours. 11 passed and there was only one failure. Last year May Whitehead, a pupil in Class 7, had the distinction of being awarded one of the two special prizes allotted to China by the Royal Drawing Society. Sixteen pupils qualified to pass up to the Central British School on the results of the examination held in December.

In October, Mrs. Minett, the School Medical Officer, examined all the children who had been adversely reported upon on her visit, and found that they had all improved in health. She found also the general health of the pupils good. Thanks were due to the Kowloon Dock for much help given, to Mr. Forsyth for the decorations and to Mr. Lindsay for the use of chairs. The members of the school staff had generously provided the prizes, and to them also their thanks were due.

Miss Cooper concluded by thanking the staff for the work they had done during the year and for their co-operation in everything that concerned the interests of the school.

Prize List.

Mrs. R. M. Dyer distributed prizes to the following successful pupils: (Scholarship and Form Prize); Peter Hancock (French); Joan Laurenceon, (Progress); Elsie Dove and Margaret Adams (Handwork and Sewing).

Class 8—Pamela Rundell, (Scholarship and Form Prize); Teddy Malm, (Progress); Joan Langley, (Composition); Marcia Matthews, (History and Geography); Alvena Lihovetsky, (Handwork).

Class 9—Dickie Branch, Form Prize, (boys); Alice Black, Form Prize (girls); Neville Howe, 1st last term, (boys); Nan Martin, 1st last term, (girls); Ian Kempson, Peter Green, Peggy Tobin, Joan Jennings and Nossie Gillespie, (Progress).

Class 10—Margaret Young and Margaret Lammert, (Progress and Handwork); Joyce Humphreys, Molly Chamberlain, Nancy Grady, Hilda Salmon, Mary Lyal, Barbara Reeves, Olivia Matthews, Billy Nash, Eliana Lihovetsky, Billy Dove, Jimmy Elvidge, Ian Donald, Douglas Geldart, Franklin Keeley and Philip Egan (Progress).

Honours, division I.—Joan Berry.

Royal Drawing Society.

Honours, preliminary.—Dorothy Tolan, Billy Parker, Edwin Long, Margaret Adam, Charlie Bryson, Jean Bryson, Margaret Dixon, Elsie Dove, Isa Lammer, Joan Laurenceon, Phyllis Mooney, Patricia Parker, Dorothy Wittell, Pat Yuand and Alex. Macfarlane.

Pass Preliminary.—Pamela Rundell, Marcia Matthews, Joan Langley, Taylor Allen, Brenda Boryer, Peter Hancock, Betty Spaulding, Robert Stout, David Whyte, Joan Paradise and Betty Green.

The Entertainment.

The entertainment commenced with a Christmas carol by members of Class 7 and 8, and this was followed by an Irish jig, which was very daintily performed by the Misses Joan Berry and Dorothy Tolan. The kindergarten then sang and acted nursery rhymes, after which a playlet, entitled "The Dishonest Merchant," was given by members of Class 7. Those taking part were Dorothy Wittell, Patricia Parker, Elsie Dove, Joan Berry, Betty Green, and Jean Bryson. Another dance "Ella Frolic," was prettily performed by the following—Fairies, Joan Laurenceon, Joan Berry, Phyllis Teale, Mary Dixon, N. Docherty and Dorothy Wittell; elves, Prosper Cummings, Billy Parker, Betty Green, Joan Bryson, Emily Rundell, and Isa Lammer. Other items were "The Christmas Bells," and "Lullaby" (Class 9), recitation, (Class 8), "Popples—the Wheat," "Sweet and Low" and French songs by Classes 7 and 8.

At the conclusion, Mr. E. Ralphs expressed thanks to Mrs. R. M. Dyer, and commented on the good work done by the school, remarking that they were getting better and better every year. After Mrs. Dyer had returned thanks, Miss Olivia Matthews presented her with a bouquet of flowers.

A "WANTED" INDIAN.

ARRESTED IN HONG KONG.

PROTESTS THAT HE IS NOT "A FUGITIVE OFFENDER."

At the Central Magistracy yesterday morning, an Indian named Diwan Mangal Sen was brought before Mr. R. E. Lindsell, when an application for his extradition to India was made against him under the Fugitive Offenders' Act.

Mangal Sen was arrested by Det. Sgt. Elston on the s.s. *Talma* on a warrant issued by the Punjab Police of Lahore. The crimes alleged against him were "forgery and criminal breach of trust."

Defendant: I left my country in 1925. If I had been a fugitive I would have gone to one of the countries where British interference would not be tolerated, let alone obeyed. I would not be here. I would have gone to Russia or to some other country. The officer will tell your Honour that when he called on me and arrested me, I gave no trouble. I followed him like a tame lion in a circus.

Up to 1925, I was connected for 19 years with the Hindustan Insurance Co. for nineteen years my accounts were passed. There was never any trouble until there were changes on the board of directors. We had serious differences of opinion and I resigned. I went to Peshawar and did some religious work.

His Worship: I am afraid that I am not directly concerned with that.

Defendant: I wanted to inform your Honour that I am not a fugitive offender.

His Worship: What ship was the man on?

Det. Sgt. Elston: The "*Talma*" with a ticket to Peshawar.

His Worship: There is no doubt that the Government of Punjab has issued a warrant for your arrest.

Defendant: I say that I am not a fugitive offender.

His Worship: You don't seem to understand what a fugitive means.

Det. Sgt. Elston said that he had been instructed to ask for two days' remand in Police custody as the Police had telegraphed the Lahore Police and awaited further instructions.

Defendant asked the Magistrate if he would be allowed to have some books to read.

Mr. Lindsell: I dare say that the Police will arrange that.

Defendant: May I have a stroll occasionally under Police surveillance? It will injure my health to be continually locked up. (Laughter.)

MOTOR OFFENCES.

DRUNKEN PASSENGERS.

For allowing ten European passengers in a 7 seater car, a Chinese chauffeur was fined \$4, by Mr. W. Schofield at the Central Magistracy yesterday morning.

On it being stated that some of the passengers were drunk, the magistrate observed: "I think the passengers should have known better."

NO PROPER CONTROL.

In another case, a Chinese driver was summoned for carrying goods other than hand luggage and for not having proper control of the car.

It was stated that there were three big trunks, some washing, a portmanteau and a basket of miscellaneous goods on the car, and in the driver's seat were three women and three or four ornaments. One of the women's legs was spread over the brake pedal, making it impossible for the driver to have proper control. He was fined \$5.

OVERLOADING.

Another case of overloading was that in which a Chinese driver summoned for allowing seven people in a 5-seater car, and for having a boy on his knee, which made it impossible for him to have proper control. A fine of \$5 was imposed.

EXCEEDING THE SPEED LIMIT.

A Chinese driver was fined \$25 for driving a motor lorry, fitted with solid tyres, at 25 miles an hour, although the speed of the vehicle was limited to 12 miles.

Sergeant Mason said that defendant was speeding along Stubbs Road, and turned the corner at a dangerous speed. The lorry did a certain amount of damage to the road.

For driving his car in a negligent manner, when turning into Queen's Road East from a side street, at which point he collided with Sgt. Baker's motor-cycle—a Chinese driver was fined \$10.

HOW HARBIN POLICE LIVE!

\$700 FOR SEEING "THE SIGHTS."

The money that the Harbin police make by blackmailing people is known to many, and the following story of one of the latest tricks may be of interest: says the *Shanghai Mercury*.—A rich Tangtiao Polish Jew, proprietor of a restaurant, decided to pay a visit to his home, and last week arrived with his wife in Harbin. If he had proceeded at once by Siberian train all would have been well, but he thought he would spend some days in Harbin and see the "sights." Leaving his wife in a hotel, he went to visit one of these cabarets where the "entertainment" is of kind that need not be described, and here a detective touched him on the shoulder and took him to the police station. No kind of real accusation was made, but the gentleman was informed that he could not leave Harbin unless he paid a sum of 1,000 dollars. The police were fully aware that he had money. As he saw he would be held up for days, he was glad to get away by paying 700 dollars. Several other incidents of a similar nature have lately occurred and there are many complaints about police methods.

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CHILDREN HALF PRICE.

During the intervals at the Matinees Children may ride the Camels, Ponies and Donkey.

Special Programmes during the Holidays at Matinee and Evening Performances.

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[A.P.A.]

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HONG KONG HANBARD REPORTS
of the MEETINGS of the
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Session 1925-26.

Revised by Members.

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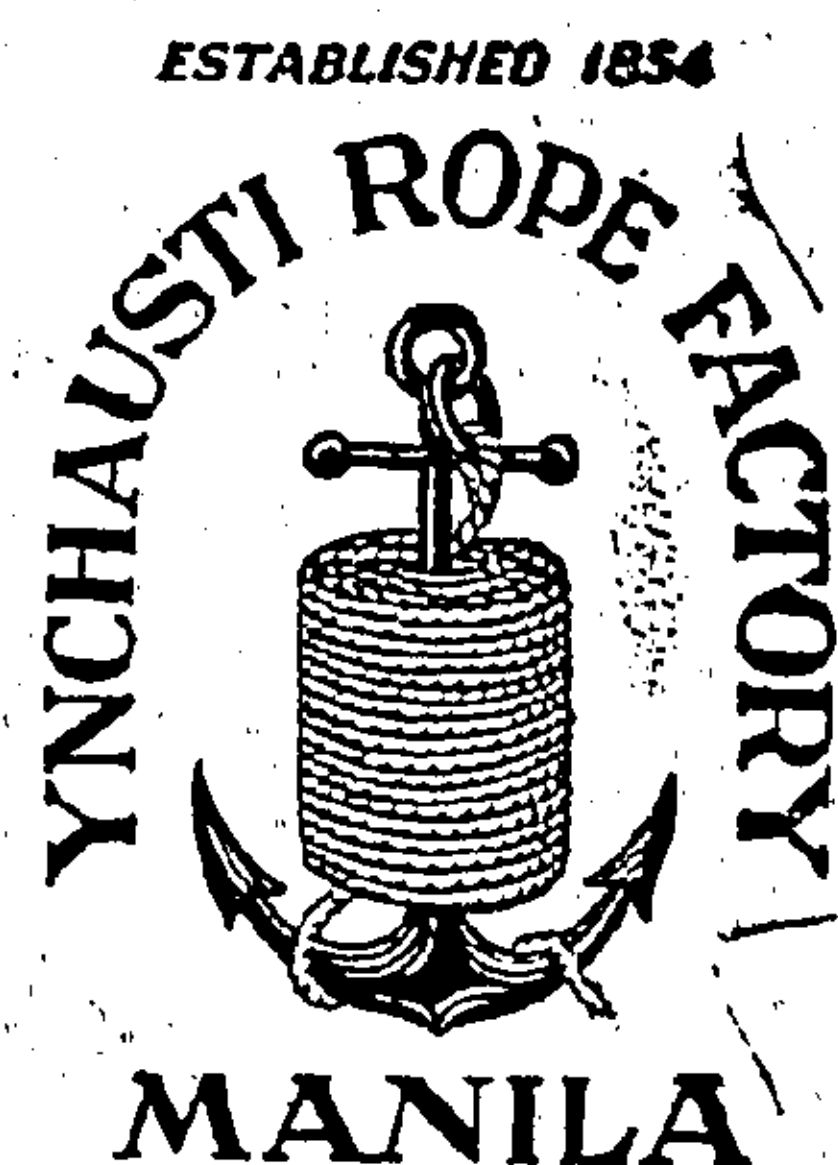
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WEEKLY PRESS, January to June,
1926.

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DR. LE CLERC'S PILLS FOR THE
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DYSPEPSIA, COLIC, BILIOUSNESS,
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DYSPEPSIA, COLIC, BILIOUSNESS,
HEADACHE, BRUISES, GOUT, RHEUMATISM,
AND ALL AFFECTIONS OF THE DIGESTIVE
SYSTEM.

BOXING.

EWING SENSATIONALLY
DEFEATS HOWARD.
EDDIE EAGAN IMPRESSES.

HILLS AGAIN TOO GOOD FOR
MCMANUS.

At the City Hall Boxing Tournament
last night, A.B. Ewing, of H.M.S. *Hermes*,
won the Middleweight Championship of
the Colony and the R. M. Dyer Belt, by
defeating Stoker Taff Howard, of H.M.S.
Hawkins, in the eighth round.

The victory was somewhat sensational.
Up to the time he gave in, Howard had
won most of the rounds but in the 8th
round Ewing sent him to the boards with
a crushing right to the jaw. Howard
rose, but only to go down again. He
then gave in. The fight was furious
throughout. Ewing boxed cleverly, and
Howard seemed at the outset bent on a
knockout. He punished Ewing badly at
times, but his aggressiveness only tired
himself and he fell an easy victim to his
more virile opponent. In the sixth
round, Howard was badly shaken and
held on to his man. In the seventh he
fought well and even had the better of
the heavy exchanges. His strength seem-
ed suddenly to desert him in the next
round and he went down. He showed im-
provement on his fight with Francis, but
still swung his blows. He also continued
to fight on his heels. Ewing was a
popular winner.

There was a capacity house.
Eddie Eagan, the amateur boxer, forced
Stoker Addison, of the *Hermes*, to with-
draw in the fourth round. Eagan made
a fine impression. He is fast and has
a heavy punch in either hand. Addison
had no chance against him.

Marine Hills, of the *Hermes*, again
defeated Corporal McManus, of the
Hawkins, and in convincing manner.
Stoker Reynolds defeated Stoker Evans
after a good fight. Stoker Foxley de-
feated A.C. Threadingham, and Stoker
Morrell was too good for L.S. Gray.

The Big Fight.

In a fifteen-round contest for the
middleweight championship of the
Colony and Belt (presented by Mr. R.
M. Dyer), A.B. Ewing, of H.M.S.
Hermes, met Stoker Taff Howard, of
H.M.S. *Hawkins*. Howard had five
pounds advantage in weight. Mr. A.
Murdock refereed.

Round 1.—Howard scored with left and
right to the face, and Ewing used left
leads. Howard was prone to swing, but
won the round slightly.

Round 2.—A good round with Howard
beginning furiously, but Ewing used neat
leads. Howard got the better of the in-
fighting. Honours even.

Round 3.—Howard scored frequently as
the round opened, but before the end
Ewing replied vigorously. Howard took
a rest sitting on the ropes for eight.

Round 4.—A fast round with Howard
going ahead. He swung too much, how-
ever. Ewing got home several rights as
the round ended.

Round 5.—Ewing was fighting furiously.
Howard was erratic. It was Ewing's
round.

Round 6.—Howard was warned thrice
in this round for holding. Ewing was
badly punishing his man and shook him
often with heavy rights to the jaw.
Howard was grumpy as the round ended.

Round 7.—Howard made a great come-
back in this round. Both men lashed out
hard. Ewing seemed over-eager. It was
Howard's round.

Round 8.—Howard was floored with a
nasty right for a count of nine and rose
groggily. He went down again and
rising to his feet, gave in.

Ewing had a great ovation. Mr. R. M.
Dyer tied the belt around the waist of
the winner.

Eagan Forces Addison to Withdraw.

Eddie Eagan, Olympic Games Heavy-
weight Champion, clashed with Stoker
Addison, of H.M.S. *Hermes*, in a 6-round
heavyweight contest. Eagan was eight
pounds heavier. Eagan began in whirl-
wind fashion scoring with left to the
face and body. Addison was warned for
holding. Throughout Eagan had the ad-
vantage and once he crashed a terrific
right to the body. The wonder was that
Addison did not drop.

Eagan was called up for holding with
his right in the second round. Addison
scored once or twice but for the most
part did his utmost to save his face and
body from the terrific punches of his
opponent. In the third round there was
a paucity of clean blows. Eagan, how-
ever, forced the fight all along. In the
fourth round Addison was shaken by
several left upper-cuts and rights to the
jaw and gave in. Eagan was adjudged
the winner.

A Fast Bout.

In a six-round bantamweight contest,
A. C. Threadingham, of H.M.S. *Hermes*,
120 lbs., met Stoker Foxley, of H.M.S.
Hawkins, 120 lbs.

There was some hard hitting in the
first round the exchanges being pretty
even. In the second round Threading-
ham succeeded in landing a few straight
jabs, but towards the end, Foxley re-
talied with some hard toe punches.
Foxley went ahead in the third round,
landing with both hands repeatedly to
the face. Threadingham swung erratically
and his defence was pierced time and
again. Foxley missed badly several times
in the fourth round, and Threadingham
scored with a neat left jab. Foxley im-
proved as the round ended.

Very few blows were landed in the fifth
round, with points somewhat even. After
a good last round, Foxley was adjudged
the winner.

A Hard-Hitting Encounter.

Stoker Evans, of H.M.S. *Hermes*,
145 lbs., met Stoker Reynolds, of H.M.
Submarines, 145 lbs., in a six-round
welterweight contest. Reynolds lashed to
the face and body continually through-
out the first round, Evans seldom reply-
ing. He was, however, not discomfited.
Scoring frequently with straight left,
Reynolds went far ahead in the second
round. Evans hardly scored throughout.

(Continued on next Column).

GOLF.

FANLING BOGEY POOL.

Twenty-five cards were taken out in the
Fanling Bogey Pool, December 19th-
20th.

A. H. Ferguson (2) all square.
F. A. Redmond 1 down.

FOOTBALL INTERPORT.

TO-DAY'S TRIAL GAME.

The following players have been chosen
to take part in the third trial game this
afternoon, for the forthcoming Interport
Football Match with Shanghai at Hong
Kong. The kick-off, on the H.K.F.C.
ground is at 4.30 p.m.:

Colours:—Clarke (Police); Wheeler
(Kowloon) and Canville (Kowloon);
Hudson (Police), Simms (Kowloon), and
Lam Yik Ying (China Athletic); Corn-
hill (Police), Tung King Cheung (South
China), Orr (Kowloon), Suen Kum Shun
(China Athletic), and Ward (R.A.).
White:—Lau King Cheung (South
China); Wynne (Police) and Bishop
(H.K.F.C.); McKelvie (Kowloon), Fitter
(R.A.), and Wong Shui Wa (China
Athletic); Brittain (Police), Howard
(H.K.F.C.), Gosano (Recreation), McClin-
chey (K.O.S.B.'s), and Brown (Recreation).
Referee: Mr. Baldwin.

Evans improved a lot in the third round
and had a share of the score. Reynolds,
however, continued to fight forcefully.
A good fourth round saw Reynolds scor-
ing with right jolts to the face and Evans
replying with the left. It was Reynolds's
round. Evans used a good left to ad-
vantage and followed up with his right
many times in the fifth round. Rey-
nolds, however, continued to crash hard
rights to the jaw. A fierce last round
with Evans landing two hard rights to
the jaw, but Reynolds scored in in-fight-
ing and was declared the winner. Evans
put up a splendid fight.

Hill Wins Again.

A six-round featherweight contest was
fought between Corpl. McManus, of
H.M.S. *Hawkins*, 121 lbs., and Marino
Hill, of H.M.S. *Hermes*, 121 lbs. Hill
scored with neat left leads in the first
round, but McManus replied with heavy
face and body blows. Hill was elusive.
Sending his left to the chin and follow-
ing it up with a swift downward jab,
Hill surprised McManus in the second
round. McManus threw aside scientific
boxing and took to fighting, but Hill
proved more than his equal. McManus
hit wildly in the third round and Hill
went ahead.

In the fourth round most of the attack-
ing was done by Hill. His left was a
source of trouble to McManus and once
he ran into it and dropped to his knees.
McManus got home with few left leads
in the fifth round, but Hill scored
often. Both men were at it hammer
and tongs in the last round but Hill was
scoring very often with downward right
jabs.

Hill was given the decision, and well
deserved it.

A Poor Contest.

Stoker Morrell, of H.M.S. *Hawkins*,
151 lbs., met L.S. Gray, of H.M.S.
Iroquois, 148 lbs., in a six-round middle-
weight contest. Morrell won the first
round. He often got home quick lefts to
the jaw. Gray was the most part on the
defensive. Conditions were much the
same in the second round, but Gray oc-
casionally got home with his left. After
wearing down his man with heavy blows
to the face, Morrell sent Gray to the
boards with a left hook. The gong saved
him, but he retired. Morrell was easily
superior.

Mr. J. Brooks, the Manager of the
H.K.B.A., introduced André Dupré,
the French boxer, and said that Dupré
was going to Manila where he had book-
ed three fights, but hoped to return to
Hong Kong and fight here again.

Dupré will be remembered here as
having fought Jim Carllidge on two
occasions.
Prior to the fight between Ewing and
Howard, Stoker Bradbury, of H.M.S.
Whart, challenged the winner.

THOMAS HARDY'S
WORLD FAMOUS NOVEL

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QUEEN'S

PAT O'MALLEY

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HONG KONG.

THIRTY MORE WITNESSES.

IMPOSSIBLE TO FINISH "SUNNING" PIRACY CASE
BEFORE CHRISTMAS.

DISCHARGED SEAMEN, SEA-SICK PASSENGER
AND PIRATES.

ANOTHER MAN RELEASED.

That the Magistracy proceedings in the *Sunning* Piracy case will not be concluded before Christmas was stated at the conclusion of the hearing at the Central Magistracy yesterday afternoon. It was suggested to Mr. R. E. Lindsell, before whom the case is being heard, that it might be possible for him to arrange to take this case alone, devoting all his time to it, in order that it might be finished before the January Sessions.

There are about thirty more witnesses to call for the Crown. Already 33 witnesses have given evidence during the thirteen days on which the case has been heard.

The case for the Crown was opened on December 3rd, and it will probably only be possible to commit the case to the January Criminal Sessions if late sittings, or all day sittings are held. There will be further hearings tomorrow and Friday, after which the case will be adjourned until after Christmas.

Another accused, the 18th defendant, was discharged at the afternoon hearing, and this now brings the number of accused down to seventeen. The men previously discharged were Nos. 17 and 19.

At the close of the proceedings yesterday Mr. Lindsell asked the Crown Solicitor (Mr. H. K. Holmes) who is conducting the prosecution, whether there was any hope of the case finishing at the Magistracy before Christmas.

Mr. Holmes said he was afraid not. He had to call the quartermasters, one or two men to state what occurred in the engine room, three more passengers, and various officers' boys and stewards, and also other witnesses. In addition to these there would be police-witnesses, some of whose evidence would be fairly long. The C.S.P. would be among the witness called. Police evidence would deal with the search of the ship, etc.

Mr. Lindsell: It looks very much as if we shall not finish it this year.

Further Witnesses.

Mr. Holmes: I am afraid not. I think your Worship I have about 24 more witnesses, some pretty long, others not. Then there is police evidence on top of that.

Mr. M. K. Lo, who is appearing for the sixth and eighth accused and others, enquired whether it would be possible for Mr. Lindsell to arrange to transfer his other cases to another magistrate and devote his whole time to dealing with the *Sunning* case, either in that Court, or possibly in another building. Otherwise the case might not be finished until after January, as there was certain to be a considerable amount of cross-examination and the accused would be called for the defence.

Mr. Lindsell promised to do what he could, but did not think it would be possible to carry out in its entirety Mr. Lo's suggestion.

Pirates or Not?

At the morning hearing further evidence was given with regard to the nineteen ex-members of the crew of the Chinese steamer *Chun On* (or *Philadelphia*), who were discharged at Shanghai, and were returning to this Colony on the *Sunning* at the time of the piracy. Of the number mentioned, nine were among the eighteen accused who were present at the morning hearing.

Another ex-seaman of the *Chun On* (one, it will be recalled, gave evidence previously) stated, when asked if he could say whether any of the nine accused referred to took part in the piracy, that they did not.

He bore out the other seaman's evidence, that during the time the ship was in control of the pirates, and until they were driven up on deck by the pirates, the whole of the members of the crew of the *Chun On*, with the exception of one, who travelled second-class, were with him in the steerage. Witness went on to say that the officers must have been mistaken in identifying No. 7 accused as taking part in the piracy, for this man was sitting beside him all the time. Of the men in Court, witness identified No. 8 accused, and said this man carried a short firearm.

Witness stated with regard to No. 8 that he saw this man, in company with another pirate, come into the steerage armed. After the steerage passengers were driven on deck, witness hid himself under a lifeboat. He heard pirates urging each other to set fire to the quarters amidships.

All Seamen.

Mr. M. K. Lo: Could you swear that all the 19 of you from the *Philadelphia* were with you continuously in the steerage?—Yes.

Did you notice No. 6 (So Tik Sui)?—I didn't.

If No. 6 were to say that he was at the foot of the staircase in the front part of the steerage when his watch and chain were taken away from him, would you say you did not see him, or would you say he was lying?—I would say I did not see him.

Mr. Lindsell observed that this was a difficult question to put to a Chinese witness.

In further cross-examination by Mr. Lo, witness said that two other shipmates, Nos. 7 and 19 defendants, were also in the steerage with him during the period of the pirates' control of the ship. Not until the following morning did they tell him that they had been robbed. No. 7 had then been tied up by the crew of the *Sunning*. He told witness that he managed to recover his watch.

His Worship: Did you believe No. 7 when he said he was robbed of his watch?—I accepted his word for what it was worth.

His Worship: Did you or did not in fact believe him?—I believed him.

Do you still believe it now?—Yes.

At this juncture the case was adjourned until the afternoon.

The Case of No. 8.

At the outset of the afternoon proceedings, Mr. Lo, who now represents No. 8 accused, referred to this man's case. He said that according to the story of this man he was travelling second-class with a fellow passenger, a Cantonese. No. 8, in fact, did not leave his cabin. He was sea-sick, and all his meals were served to him in his room, cabin No. 18. Pirates came and searched the room, and succeeded in obtaining \$20. They then went away, apparently satisfied. Later a Chinese in a long coat, which he took off, disclosing European clothes underneath, entered in company with another man. The man in the long coat remained in the cabin smoking opium for some time. He lay on the eighth accused's bed, and No. 2 had to curl up in a corner. This man later went out, but returned at intervals and continued to smoke opium. He was visited on occasions by the other man who had first entered with him, and who at one time brought a book, which both perused together. When No. 8 eventually left his cabin he found that the fire had broken out, and he went back, took his money and then hid himself under one of the boats on the poop deck.

Mr. Lo said that through the Japanese interpreter (the No. 8 accused is a Formosan) he had learned that No. 6 said that the man who searched him for money was very much like No. 6 accused, and had a sore finger.

Mr. Lo asked if it was possible to get the boy or steward who served meals to No. 8 in Cabin 18, and whether the whereabouts of this man's fellow Cantonese passenger had been discovered.

Mr. Holmes replied that the Crown had been unable to trace the fellow passenger. Three boys who served the second-class passengers would be called to give evidence.

Tallyman's Story.

A tallyman of the *Sunning* was called, and identified Nos. 1, 2 and 5 accused. He said he saw No. 1 directing operations in the after house, and supervising the bringing of the money out of the Accountant's room. The man was armed with a rifle. No. 2 accused ransacked various cabins. With regard to No. 5 accused, witness was not positive about him. He saw No. 7 accused being tied up, apparently on suspicion. Witness said that among the men taken into custody by the naval guard a number claimed they were members of a discharged crew. He recognised No. 18 accused as one of the men who claimed to be the member of this crew, and heard this man say that No. 7 was a *foki* and not a pirate.

The No. 1 accused questioned this witness with regard to what he had stated about him. Witness then further stated that he saw No. 1 accused, who originally had a blue coat and trousers on, change into a Chinese riding jacket and trousers, and long coat.

Deeper into the Mire.

Mr. Lindsell to No. 1 accused, who had been asking several questions. You must realise that your cross-examination is only leading you deeper and deeper into the mire. You want to be careful. You surely do not want to incriminate yourself more? A lot of these things would not have come out if you had not asked questions.

No. 1 accused: I don't care if these things are taken down.

Mr. Lindsell: You want to be incriminated deeper?

At this juncture, Mr. Holmes said that he had no evidence to offer against No. 18 accused. Captain Fringle had spoken of this man, and he (Mr. Holmes) had expected this witness to identify this accused. Witness had pointed him out to the police, but failed to identify him now in Court.

Witness was asked whether he could identify No. 18 accused, and said that although he pointed him out to the police he could not now recognise him as a pirate.

Mr. Lindsell thereupon discharged this accused, who was one of the men represented by Mr. Lo.

Further Evidence.

A cargo supervisor gave evidence as to certain movements of the pirates, and said he identified No. 20 accused as a member of the gang.

A fitter of the *Sunning* was called and said that he, the ship's carpenter, a ship's boy and a stowaway were forced by the pirates to help swing out, and later lower a boat on the poop deck.

(Continued at foot of next column.)

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WEATHER REPORT.

Yesterday's weather report and forecast from the Royal Observatory at 8.15 stated:—

The anticyclone has strengthened slightly. A V-shaped new depression lies between the Bonins and the Loochoos. Fresh to strong monsoon may be expected along the S.E. coast of China and over the N. China Sea.

Local forecast: N. winds, fresh, fine to cloudy.

They were ordered to accompany the pirates in the boat, but witness bolted and hid himself. There were about eight or nine pirates present then, and all appeared to be armed.

In reply to Mr. Lo, witness said he did not see No. 8 accused hiding in a boat. After the question of how long the case would take before it was closed had taken place, Mr. Lindsell remanded the accused, and adjourned further hearing of the case until tomorrow morning and afternoon.

OXFORD STREET LAND £3,000
A FOOT.

FOR EXTENSION OF OXFORD
STREET SHOP.

An Oxford-street shop has just changed hands at a price of £3,000 for each foot of frontage, or just over £27 a square foot.

The buyers are Penberthy's, Ltd., women's outfitters, of 338-392, Oxford-street, who are about to enlarge their premises. To do so they have bought the next-door premises, a watch-makers' and jewellers' shop.

The full price for the deal is £23,000. The frontage is 17ft., the depth 54ft., and the area 918 square feet.

How expensive land is in the shopping districts of the West-End is shown by the fact that in Piccadilly a shop with a 9ft. frontage has a yearly rent of £10 a square foot. In Regent-street 28 and 28 10s. a square foot are rentals asked.

BETTER PROSPECTS.

PASSENGERS NOW FREE TO TRAVEL ON ANY BOAT.

CHANGES IN MILITARY ORGANISATION.

TAXES TO BE INCREASED 50 PER CENT IN SWATOW.

The *s.s. Kwai Shan*, of the Hong Kong, Canton & Macao Steamboat Company, returned from Canton yesterday with over 220 passengers which is considerably more than these vessels have been carrying for many weeks past. It is true that one hundred of the passengers were members of a Chinese theatrical company, but all were allowed to board the ship without molestation. The pickets have been withdrawn from the wharf and it is expected that, as a result, the passengers will increase rapidly during the next few days. In addition to the usual produce the *Kinshan* also brought down over 300 rolls of matting and several packages of silk goods.

The *Tung On* brought 865 passengers and nearly 3,000 packages of general cargo.

[FROM OUR CHINESE CORRESPONDENT.]

The rank of corps commander in the Kuomintang Army in Kwangtung Province is to be abolished by order of General Chiang Kai Shek, the Commander-in-Chief. Four army divisions will be stationed in Kwangtung and each is to be a unit commanded by a division general, reporting to the Commander-in-Chief direct. By this reorganisation, it is expected, no single militarist will hold power of serious consequence to the revolutionary cause in case of disaffection caused by outside influences.

The Kuomintang Army Headquarters in Hankow is wiring to Canton for more aviators. Only recently six Chinese returning from America offered themselves as aviators for service in the Kuomintang Army.

At last the military leaders in the Kuomintang have succeeded in gaining permission to appoint attachés to the several tax collection bureaux in Kwangtung to audit the accounts and supervise expenditure. At first Mr. T. V. Soong objected to this arrangement, but General Chiang Kai Shek has now yielded to the demands of the militarists.

M. Borodin is said to have advised comrades in Canton not to stage too large a demonstration against the Christians in Tungshan and other parts of Canton City on Christmas Day.

Shareholders of the Canton Water Supply Company, whose water plant in Tsengpo has been recently taken over by the Canton Municipality, are protesting against the alleged intention of the local Kuomintang to mortgage their property. It may be recalled that the plant was taken over by the municipality in order that reforms might be initiated. The staffs, however, over which the Municipal authorities appointed supervisors have been refusing to co-operate with the Kuomintang and for a time it was feared that the supply of water in Canton would be interrupted by a strike on the part of the men at the pumping stations.

Canton-Kowloon Railway.

The authorities of the Chinese Section of the Canton-Kowloon Railway are considering the possibility of restoring the former service of two express trains to Kowloon daily from January 1st next. So far, however, no official notice regarding the matter has been published.

Travellers have suffered considerable inconvenience during the last few days owing to a strike of cooks on board the passenger junks plying between Canton and the interior towns on the West River. The cooks would not allow non-union men to take their place and many passengers who expected to take their meals on board had to go without anything to eat.

Swatow.

The motor-bus service in Swatow is still unable to resume owing to the opposition of the ricksha coolies. The coolies are demanding that they should be granted their licences free if the motor-buses are allowed to continue. Canton ricksha coolies deny the reports current in Canton that they intend to go on strike in sympathy with the coolies in Swatow.

The Swatow Kuomintang Department of Finance has just issued a notice that all taxes within its jurisdiction will be increased by 50 per cent. beginning on January 1st.

LIMIT OF CALLOUSNESS.

BIG CANTON HOSPITAL PICKETED.

PATIENTS' SERIOUS CONDITION.

[FROM OUR CHINESE CORRESPONDENT.]

The Fong Pin (Convenient) Hospital, one of the largest Chinese hospitals in Canton, is now being put to the utmost inconvenience by a strike of nurses and other employees who have been forced to leave their work against their will by order of the union agitators. The result is that several hundred patients, some of them in a critical condition, are without care and attention, as the pickets have declared against the admission of non-union workers and will not permit any relief mission to be sent in. The authorities of the Hospital are helpless. They have referred the matter to the Kuomintang in the hope that the party leaders will be able to render some measure of rescue to the patients some of whom are dying for lack of food and attendance.

NOT ANTI-CHRISTIAN.

CHRISTMAS DAY DEMONSTRATION.

The anti-Christian demonstrations to be staged in Canton on Christmas Day, at the advice of Soviet agents in Canton, will not be termed "anti-Christian" but in support of a movement to exclude imperialistic culture and doctrines. A committee representing 62 organizations and consisting of 230 persons has been formed to attack imperialistic culture, and students in the Mission schools will be forced to participate in the movement against institutions of learning managed by Europeans.

To avoid trouble, some of the Canton Churches will only hold Christmas services for their own congregations, not extending the usual invitations to the public, which has been the usual custom in the past.

The anti-Christian Committee has its headquarters at the Dr. Sun Yat Sen University in Canton.

Strike Against Taxes at Wuchow.

The Hong Kong-Wuchow steamers on their homeward trip from Wuchow on December 19th were delayed for nearly a day by the general strike in Wuchow, where some 25 unions of workers demonstrated against any further addition to the miscellaneous taxes. During the demonstration some workers were arrested and the majority of their companions struck until those arrested for opposing the Kuomintang tax policy were released.

BISHOP OF LONDON'S PROGRAMME.

A BUSY WEEK IN HONG KONG. LIST OF ENGAGEMENTS.

The Bishop of London is due to arrive in Hong Kong to-morrow (Thursday) by the *President Lincoln* from Shanghai. He is due to spend nine days in the Colony and will leave on January 1st by the *Hakone Maru* for Singapore.

The following are his principal engagements:—

Thursday, December 23rd:—1.15 p.m.—Guest of honour at tiffin given by members of the Hong Kong Club. 4.4 p.m.—Present at an "At Home" for Church workers in the Cathedral Hall.

Friday, December 24th:—In the morning the Bishop will visit the Hong Kong University and incidentally will meet informally members of the Hong Kong University Christian Association.

Saturday, December 25th:—8 a.m.—Will celebrate Holy Communion in St. John's Cathedral. 11 a.m.—Will preach in the Cathedral.

Sunday, December 26th:—11 a.m.—Due to preach at St. Andrew's, Kowloon. In the afternoon he will visit the Diocesan Girls' School and the Blind Home.

Monday, December 27th:—It is hoped to make arrangements for the Bishop of London to visit Canton.

Tuesday, December 28th:—10.30 a.m.—Address the Quarterly Service of the Mothers' Union in St. John's Cathedral. 4.15 p.m.—Attend the Victoria Diocesan Association Reception in the City Hall.

Wednesday, December 29th:—7.30 a.m.—Celebrate Holy Communion at St. Peter's Church. In the morning he will visit the Diocesan Boys' School and the Victoria Home, Kowloon. He will proceed to Fanling for lunch. 6 p.m.—A Devotional address in St. John's Cathedral.

Thursday, December 30th:—During the morning the Bishop will visit various educational institutions in the Colony. 1 p.m.—He will be the guest of honour at a tiffin given by the Old Marlburians. 4 p.m.—Will be present at an "At Home" to Chinese workers in St. John's Cathedral Hall. 8.30 p.m.—Will give an address at a service for men in the Cathedral.

Friday, December 31st:—Visit to Macao, returning to Hong Kong on the same day. Guest of honour at a Chinese dinner arranged by the Hong Kong Chinese Church Body.

CRIMINAL SESSIONS.

THE "SAIKUNG" PIRACY.

The trial was continued yesterday at the Criminal Sessions of the five men charged with complicity in the murder of an Indian guard aboard the steam launch *Saikung* and the robbing of the passengers.

The Chief Justice, Sir H. Gollan, heard the case.

The coxswain, who stated on the first day of the trial that the deceased guard broke the butt of his rifle on the third prisoner was cross-examined at length by Mr. H. S. Lo, who defended the accused.

Witness was quite certain that one of the robbers fired at the guard as he was in a crouching position. The two other guards ran down the steps leading from the bridge and one of the robbers (the third prisoner) pointed a revolver at witness's head and made him obey his directions as to the course to be followed. When the Police launch was sighted, acting in accordance with instruction, he took the launch close in and the pirates boarded a fishing boat. The occupants of the boat in question objected to the "invasion," according to witness, but the robbers "overcame their objections."

The comrades of the launch also gave evidence as to certain passengers rushing to his office with the story of the robbery. Shortly after, one of the robbers came to the office and, threatened with a revolver, witness had no option but to hand over the keys of the safe.

A passenger on the launch replying to Mr. Lo under cross-examination, said that the Indian guards were not armed when the pirates appeared, and when the first shot was fired the arms were in the wheelhouse.

Mr. Lo submitted to witness that the deceased Indian guard was accidentally wounded in the fight by the other guards. Witness did not agree.

Mr. Lo: I put it to you that when he was accidentally wounded that the two other guards jumped overboard and disappeared—I did not see them disappear.

Re-examined witness said that when the fight was going on, he did not notice whether the butt of the rifle was broken or not.

The case was adjourned until to-day.

THE SHAUKIWAN MURDER CHARGE.

PRISONER'S DEFENCE OF DRUNKENNESS.

The Shaukiwai murder trial was continued before Mr. Justice Wood yesterday.

A *fuki*, who slept in the same room as deceased, stated that he was awakened by the prisoner on the night in question and went to buy him medicine as prisoner said he had stomach pains. When witness returned he was under the impression that prisoner and prisoner's brother (who also slept in the same room) were fighting. Witness saw an axe in one of their hands. As soon as he learned that an attack had been made on the deceased he fetched the master of the yard and the police were informed.

Dr. Craig recalled, said in reply to his Lordship that two of the wounds sustained by deceased might have been caused while he was standing, but he must have received the third wound whilst he was in a recumbent position. Witness further stated that he found that some Chinese medicine powder had been put on the wounds. All it did was to clot the blood.

A Big Meal.

A stallholder at Shaukiwai said that prisoner called at his stall at 10 p.m. on the night of the tragedy. He had two helpings of chicken, some roast meat and sausages, for which he paid \$1.20. He also had a bottle, the contents of which he drank. Witness did not know if it contained Chinese wine. Ordinarily, said witness, prisoner called at his stall twice a week, but on those occasions he either had 5 cents worth of rice or 10 cents worth of coggies. Prisoner seemed in a hurry that night. Ordinarily he took time to eat his food, but that night he gobbled it, and even left some behind.

Prisoner went into the box and said that he had got drunk earlier in the night, and remembered nothing, more until he was at the Police Station. His mind was a complete blank as to what had occurred that night.

It had been thought to finish the case yesterday, but prisoner did not leave the box until 6.30 p.m. and his Worship adjourned the case until this morning, when it will be concluded.

CORRESPONDENCE.

TRAFFIC OFFENDERS.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Under the heading of "Traffic Offenders" and Sub-heading, "Complainant and Defendant absent," you published in your issue of the 20th the suggested reasons for my absence from the Court, when a summons, issued by the Police Authorities on information laid by myself against driver of car No. 1008, came up for hearing yesterday afternoon.

The published information is not correct. Thus "Inspector Nicol further told the Court that he had just received a letter from Lt. Col. Lewis stating that he wanted the case withdrawn, and that he would not be appearing to give evidence." This is not the fact, I have never written to Inspector Nicol on any subject. Further, "When asked as to the reason (for complainant's withdrawal), Inspector Nicol said that the driver of car No. 1008 was Lt. Sloane Stanley, and that possibly he might be a friend of complainant." This is not the fact, I do not know Lt. Sloane Stanley even by sight.

The reasons for my non-attendance and my desire to withdraw from the case, were conveyed to the Traffic Police Authorities, at Yaumatei, on the morning of the 20th instant by me, and they are definitely not as stated above.

The reason for Lt. Sloane Stanley's absence, is best known to himself.

As the case has obviously been incorrectly reported, I should be glad if you will kindly publish this letter.—Yours faithfully,

ROBERT A. LEWIS.
Lieut.-Colonel, R.A.M.C.

Hong Kong, December 21st, 1926.

[Ed. Note: We willingly publish the above letter, but it does not follow that the Police Court proceedings were incorrectly reported. Inspector Nicol is attached to Yaumatei Police Station and has charge of all traffic cases. Therefore, he probably felt justified in stating that he had received a letter from Lt. Col. Lewis. Inspector Nicol suggested in Court a possible reason for Lt. Col. Lewis' non-appearance and this reason, as given by the Inspector, was reported in our columns.]

ALLEGED HIGHWAY ROBBERY.

VICTIM GAGGED WITH A PEBBLE.

A Chinese amah, in the employ of Mr. A. Keating, Superintendent of the Deep Water Bay Works of the Green Island Cement Company, has reported to the Aberdeen Police Station that she was robbed between Deep Water Bay and Aberdeen.

The amah left her house at five o'clock on Monday afternoon. As she was going down the hillside she was met by two strange men, one of whom caught hold of her by the neck and threw her violently to the ground.

The amah further alleged that she was forced to a dried up water course, "close by, and here she was tied to a tree and gagged with a pebble. She said she was robbed of all her personal jewellery, which she valued at \$15 and also of her umbrella.

After the men had decamped, she said, she succeeded in freeing herself, and went to the Station to report.

THE TIENSIN ARRESTS.

KUOMINTANG PRISONERS TO BE DETAINED.

We are authoritatively informed, says the *Peking and Tientsin Times*, that the Kuomintang members who are under detention and examination in Tientsin, are to be detained indefinitely. They are still in charge of the Provincial Police, and there appears to be no intention to hand them over to the Military. It is stated that none of the arrested persons is a student, and that many of them were without occupations.

The reason for their continued detention as given is that if they were released they would in all probability resume their activities and cause trouble in the locality.

THE DE-CHRISTIANISED GENERAL.

FENG A "FULL-BLOODED RED?"

Recently it was widely reported that Marshal Feng Yu Hsiang had refused to see his chaplain-General the Rev. Goforth, at Paotou, and had repudiated the Christian faith, a story which, according to reliable missionaries has been exaggerated, writes Mr. Rodney Gilbert in the *N.-C. Daily News*.

Old missionary friends are still personally received with seeming cordiality, but they find that Feng Yu Hsiang has been saturated by the Moscow virus and is unable to comprehend anything but rabid anti-foreign points of view. The rest is that his Red affiliations are no longer belittled by his former foreign advisers here.

A GIFT SUGGESTION

LOOK

**IN OUR WINDOWS
YOU ARE BOUND TO SEE
SOMETHING SUITABLE —
AND OF UNDOUBTED
QUALITY.**

LANE, CRAWFORD, LTD

FOR GIFTS THAT SPREAD RADIANCE AND JOY.

**RIGAUD, PARIS
"MARY GARDEN"**

Famous Dainty Perfumes:

OBTAINABLE FROM

**WING ON & CO.
THE SUN CO.
SINCERE CO.**

and all Drugs and Chemist Stores.

AGENTS:

VICENTE ATIENZA & CO.

No. 54, NATHAN ROAD, KOWLOON.
TEL. K. 155.

**COLUMBIA NEW-PROCESS RECORDS.**

**THE PIRATES OF PENZANCE
VOCAL GEMS—**

SELECTIONS—

AT

ANDERSON'S.

**Let your Gifts convey the true
Message of Christmas.**

**Our Stock of BIBLES and PRAYER
BOOKS (Hymns A & M) is outstanding.**

**A series bound in specially selected, best
quality leathers of various tints, padded covers,
gold edges and gold lettering, with carrying
handles.**

Excellent type on India Paper.

KELLY & WALSH, LTD.

**"THE STOREHOUSE OF GIFT BOOKS."
CHATER ROAD.**

NEW ADVERTISEMENTS.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1919, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on SATURDAY and MONDAY, the 25th and 27th INSTANT.

Hong Kong, 20th December, 1926. [4333]

PEAK CHURCH.

THERE will be HOLY COMMUNION at the PEAK CHURCH on CHRISTMAS DAY at 8 A.M. [4338]

OXFORD AND CAMBRIDGE SOCIETY OF HONG KONG.

THE Society will be "At Home" THIS AFTERNOON (DECEMBER 22ND) at the H.K.C.C. Ground on the Occasion of the ANNUAL CRICKET MATCH between Members of the Two Universities. Tea will be provided. [4338]

FANLING HUNT.

FOR A CUP presented by Mrs. R. J. PATTERSON A PAPER HUNT will be held on BOXING DAY, MONDAY, 27th DECEMBER. Post Entries—Open to All (whether Subscribers to the Hunt or not). Start will be from SOUSA'S BUNGALOW at 3 P.M. SHARP. [4337]

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GIFTEES.

OWNERS are notified that their Ponies may be measured at the RACE COURSE after 5 P.M. by arrangement with the Manager of the STABLES.

By Order,

C. B. BROWN, Secretary.

[4335]

MESSES KOMOR & KOMOR

CHATER ROAD, ST. GEORGE'S BUILDING (Keechong Building).

MR. KODAKA, WHOLESALE PEARL MERCHANT FROM JAPAN

EXHIBITS A FINE COLLECTION OF PEARLS

AND PEARL JEWELLERY FOR TWO WEEKS ONLY.

It is the first time that a Fine Collection of PEARL NECKLACES, BROOCHES, RINGS, etc., is shown in Hong Kong. Visitors are welcome to inspect the PEARLS, even if they do not buy.

KOMOR & KOMOR, ART AND CURE EXPERTS, Keechong Building, Hong Kong.

PEAK TRAMWAYS CO., LIMITED.

NOTICE.

LATE CARS.

COMMENCING on the 20th DECEMBER, 1926, unless a Notice to the contrary is exhibited during the preceding day, LATE CARS will be available at 10 Minutes Notice Every Night at the following rates:

Starting Between	Per Passenger	Minimum Charge
12.15 A.M. & 1.00 A.M.	50 cents	\$3.00
1.00 A.M. & 2.00 A.M.	50 cents	\$3.00
2.00 A.M. & 3.00 A.M.	50 cents	\$3.00
After 3.00 A.M. by Special Arrangement in Writing at Not Less Than 12 Hours Notice		
Charges for Private Cars same as above.		

JOHN D. HUMPHREYS & SON, General Managers. [4333]

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO, LIMITED, MACAO.

NOTICE IS HEREBY GIVEN that the INAGURAL RACE MEETING FOR CHINA PONIES of this Club will take place at MACAO on the 27th FEBRUARY, 1927. The event will be held at the "THE TRIAL STAKES." The first ANNUAL SPRING MEETING FOR CHINA PONIES is scheduled to take place on the 16th, 17th, 18th, and 19th APRIL, 1927. The CHAMPION SWEEPSTAKE will be run on the 18th APRIL, the 3rd day of the Meeting.

By Order,

S. W. CHENG, Secretary.

[4320]

ACCOUNTANT REQUIRED.—EUROPEAN, Single. Write fully stating Age, Experience and Salary Requested, to Box No. 4324, c/o Hongkong Daily Press. [4324]

THE AUSTRAL-CHINA NAVIGATION CO., LTD.

For SYDNEY, MELBOURNE, & ADELAIDE

VIA MANILA, ILOILO, SANDAKAN, BALIKPAPAN & BASAUL.

S.S. "CALULU"

Sailing on 23rd DECEMBER, 1926.

For Freight and Particulars Apply to—

DODWELL & CO., LTD., Agents.

Telephone No. Central 1030. [4319]

INTIMATIONS.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION OF THE VALUABLE LEASEHOLD PROPERTY

Situated at Victoria in the Colony of Hong Kong and registered at the Land Office as THE REMAINING PORTION OF SECTION 8 OF MARINE LOT No. 80, together with the Messuages or Tenement and other Erections and Buildings thereon known as No. 201, QUEEN'S ROAD WEST. The Portion of Annual Crown Rent—£2 10 0d.

By M. E. V. M. R. DE SOUSA, Auctioneer,

THE CHINA AUCTION ROOMS,

No. 4, DUNDRELL STREET, HONG KONG,

ON WEDNESDAY,

THE 22ND DAY OF DECEMBER, 1926,

At 3 o'clock P.M.

For further Particulars and Conditions of Sale, apply to—

Messrs. GEO. K. HALL BRUTTON & Co.,

Mortgagee's Solicitors, St. George's Building, Chater Road

OR TO—

M. E. V. M. R. DE SOUSA, Auctioneer,

No. 4, DUNDRELL STREET.

Dated the 21st day of December, 1926. [4274]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

Certificate No. 5/NS 4322 dated HONGKONG, 2nd OCTOBER, 1917, for One Share of this Bank Numbered 54097 in the Name of Mr. LO KWONG HIN has been LOST or STOLEN, and the said Certificate

not being produced to the Bank before the 31st JANUARY, 1927, a New Certificate for the Share will be issued, and the aforesaid Certificate No. 5/NS 4322 will be thereafter treated by this Corporation as NULL and VOID.

By Order of the Court of Directors,

A. H. BARLOW, Chief Manager.

Hong Kong, 9th December, 1926. [4231]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

Certificate No. 5/NS 4760 dated HONGKONG, 31st AUGUST, 1917, for Three Shares of this Bank Numbered 54094, 54095 and 54096 in the Name of Mr. LO KWONG LUM has been LOST or STOLEN, and the said Certificate

not being produced to the Bank before the 31st JANUARY, 1927, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. 5/NS 4760 will be thereafter treated by this Corporation as NULL and VOID.

By Order of the Court of Directors,

A. H. BARLOW, Chief Manager.

Hong Kong, 9th December, 1926. [4232]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

Certified Transfer Deed for One Share of this Bank Numbered 62658 in the Name of Mr. ANTHONY HENRY CARROLL stated to have been completed by Mrs. E. M. STAPLETON has been LOST or STOLEN, and should this Certified Transfer Deed not be produced before the 31st JANUARY, 1927, a New Certified Transfer Deed will be issued, and the aforesaid Certified Transfer Deed will be thereafter treated by this Corporation as NULL and VOID.

By Order of the Court of Directors,

A. H. BARLOW, Chief Manager.

Hong Kong, 9th December, 1926. [4233]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, & LONDON.

THROUGH BILLS OF LADING ISSUED FOR EASTAFIA, PERSIAN GULF, CONTINENTAL AMERICAN, AND SOUTH AFRICAN PORTS.

THE Steamship

"NELLORE"

Captain A. H. HIGGINS, R.N., carrying His Majesty's Mail, will be despatched from this Port on or about THURSDAY, 23rd DECEMBER, 1926, at Noon, taking Passengers and Cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 P.M. the day before sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 16th December, 1926. [4310]

SPORTING.

GUNS BY W. W. GREENER WEBLEY and SCOTT, and Other Makers—British, French and American.

B.S.A. Air Rifles, and Miniature Rifles, 25 Calibre, Repeating and Automatic.

SPORTING CARTRIDGES of all descriptions.

Agents for W. W. GREENER, Ltd., BIRMINGHAM.

HONGKONG SPORTING ARMS AND AMMUNITION STORE.

6, PRINCE OF WALES AVENUE.

INTIMATIONS.

TO BE SOLD on LET Furnished or Unfurnished with Immediate Possession, NEW HOUSE, MORAN ROAD, 8 Rooms, All Modern Conveniences. Garage, Tennis Court.

Apply by Letter only to Mrs. BIRKETT, 532, PRAX.

4330]

SEAMEN'S INSTITUTE.

THE WHIST DRIVE for WEDNESDAY NEXT is CANCELLED.

G. H. SELLWOOD, Manager.

[4331]

WANTED Two Male ATTENDANTS for a Mental Case being sent, Second Class to HONGKONG on or about the 29th DECEMBER.—Box 4332, c/o Hongkong Daily Press. [4332]

FOR SALE Two valuable lots central Western District and Queen's Road Central, about 18,000 and 9,200 S.F.; valuations approx. \$402,000 each. We buy corner building in central district also house with tennis court. SMALL INVESTOR'S. TEL. C. 4330.

TO LET.—Near MAY ROAD STATION TWO

FLATS in the New BUILDINGS with all Modern Conveniences. Moderate Rent.—

Apply A. V. APCAR & Co., Ltd., 1, Des Vaux Road Central. [4315]

TO LET.—Furnished HOUSE on PRAX.

All Modern Conveniences.—Apply Box No. 4307, c/o Hongkong Daily Press. [4307]

TO BE SOLD, OR TO BE LET FURNISHED

on Lease. "MARTINHOE," No. 453, BARKER ROAD, PRAX.

"Apply Box No. 4298, c/o Hongkong Daily Press. [4298]

TO LET.

A EUROPEAN SHOP in NATHAN ROAD, KOWLOON.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD., 4035] Alexandra Building.

TO LET.

NO. 41, DUNDRELL STREET.

Apply to—

THE HON. SECRETARY, CLUB LUSITANO. [4214]

PREPAID "WANTED" ADVERTISEMENTS.

TO LET.—"STOWFORD No. 2," 45, BONHAM ROAD, Three Stories, Six Rooms, Five Bath Rooms, Kitchen, Servants' Quarters, Recently Repaired and Renovated.—Apply DEACONS, PRINCE BUILDING. [4216]

TO LET.—Fully Furnished 5-roomed

HOUSE on PRAX. For 10 Months from March 5th. Flush System, Garden, Moderate Rental.—Apply Box No. 217, c/o Hongkong Daily Press. [4217]

FOR SALE.—Curtains of Wolfbridge

Pedigree Alsatian Wolfhound (DOG), 23 Months Old. Registered Kennel No. 12067. Arrived in Hong Kong November 1925, and has kept in perfect condition throughout the hot season. Owner going Home.—Box No. 214, c/o Hongkong Daily Press. [4218]

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN AND GENOA.

THE Steamship

"GEMMA" (6)

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 27th December, 1926, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 24th December, 1926, at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Underwriter in any case whatever.

Bills of Lading will be countersigned by JAYA CHINA JAPAN LTD., General Agents.

Hong Kong, 20th December, 1926. [4324]

INTIMATIONS.

FOR

CHRISTMAS

WHAT—shall I give HER

or, what shall I send Him.

Go to

WATSON'S

where one has the choice of the finest selections of

PERFUMERY de Luxe,

CONFECTIONERY,

incomparable.

SPECIALITIES that will

tempt the most fastidious.

SMOKERS REQUISITES

of the latest designs.

In fact Everything that will please the giver and delight the recipient.

A. S. WATSON & CO., LTD.

THE HONG KONG DISPENSARY.

[50]

DEATH.

VIVIAN.—On December 16th, 1926, at Sea, JAMES VIVIAN, Shanghai Gas Company, aged 47 years.

Hong Kong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONG KONG, DECEMBER 22ND, 1926.

THE BRITISH COMMONWEALTH OF NATIONS.

There is something vastly impressive and wonderful in the British Empire; and there is a sense of mystery which passes the understanding of foreigners. We see it exemplified in the decisions recently reached at the Imperial Conference in London. The cabled summary published in this paper at the time stated the historic fact that the British Cabinet and representatives of the British Dominions had gone the full length of formulating the constitutional equality of component States that comprise the British Empire. Since then time given for reflection and the consideration of world opinion must have enabled observers to appreciate the true meaning of what has happened. What was done last month, quietly and without flourish of trumpets, was to add something new to the diplomatic history of the world. The relations of Great Britain to the several parts of the Empire and of both British and the Empire with foreign countries have been set forth in definite terms.

Since the Imperial Conference of 1923 the question of the relationship of different parts of the Empire with foreign countries had been a matter of import.

Within the last year or less the question became urgent. It had to be

faced when Canada and the Irish Free State appointed separate Ministers to Washington. It cropped up, also, at the conclusion of the Locarno Treaty, under which Great Britain is pledged to declare war in specified contingencies while the rest of the Empire is not so committed; but at the same time all parts of the Empire are bound by ties of sentiment and loyalty to the same King. Moreover, there was a significant development in South Africa, where leaders of opinion seemed prepared to claim severance from the Empire. In this case General Hertzog abandoned his separatist intentions, only on the clear understanding that in matters of foreign policy complete initiative should be conceded to each of the Dominion Governments.

When the Imperial Conference which has just finished its labours, assembled in London last autumn, fears were entertained that the question of Dominion independence in foreign affairs might prove to be a serious difficulty. Mr. AMERY, the Colonial Minister, was keen on facing the problem; but Sir ARTHUR CHAMBERLAIN and the Foreign Office were timorous, being inclined to postpone the issue. Eventually the critical points were tackled with a becoming sense of responsibility regarding the consequences involved. The views of Downing Street were brought into harmony with those of the Dominions, and in the ultimate result we have the British Empire as a constitutional organisation—as a Commonwealth of Nations under one Sovereign—in a clearer form than has ever before characterised it.

The position which has been reached is the logical outcome of the democratic development of the Empire. It is no longer a case of "Daughter am I in my Mother's house, but Mistress in my own." The family is now one of Imperial Sisters, each free and co-equal. Self-interest as well as sentiment admittedly keeps the Empire together, but there is no sign of weakening in either tie. Henceforth the King takes the place of the British Government as the pivot of the Empire. In the Dominions the Governors-General will be—not the representatives of the British Government, but the King, and each Government equally will owe direct allegiance to the King. In other words, the countries comprising the Empire will be as a team with His Majesty the King holding the reins. If they desire to exercise their authority the several Governments are to have the right to equal and direct relations with foreign Powers. It follows, therefore, as normal and constitutional for any of the aforesaid Governments to appoint "Ministers Plenipotentiary" (the formula which is the diplomatic criterion of an independent nation) in any foreign capital. The Dominions will, also, presumably appoint such Ministers Plenipotentiary to each others capitals, although the Report does not indicate this.

To Britons wherever they may be the unequalled allegiance of the several parts of the Empire to the Crown as the centre and unifying principle of the whole structure of Empire will prove most gratifying. The principle has always been tacitly acknowledged by the Dominions, and also, we need scarcely say, by the Crown Colonies; now it is recorded in unequivocal terms in the Report. The Dominions are declared to be "autonomous communities within the British Empire, equal in status, in no other way subordinate one to another in any aspect of their domestic or external affairs, though united by a common allegiance to the Crown, and freely associated as members of the British Commonwealth of Nations." The whole stupendous fabric rests on a purely voluntary basis. Great Britain with Northern Ireland and the Crown Colonies and mandated States) becomes simply one member of the Commonwealth on a footing of equality with the rest.

It may be noted that responsible opinion in England gives cordial endorsement to the historic decisions arrived at by the Conference. The British Empire is a growing organism, and it is considered that the time had arrived to define the relations of the British Government with the Dominions. The way this has been done can be regarded as a truly British procedure, and in some respects the most original achievement of the British political genius. The war destroyed the monarchical Empires of Germany, Russia, Turkey, and Austria-Hungary, and these are now all Republics; but the British Empire is being adapted in a spirit of high statesmanship to meet new conditions, to continue in majestic splendour and even greater strength, while as heretofore pledged in loyalty to the Crown.

There will be Holy Communion at the Peak Church on Christmas Day at 8 A.M.

The acceptance of parcels for places on the Yangtze beyond Hankow has been suspended.

Yesterday being Settlement Day, the Hong Kong Stock Exchange issued no quotations.

Last week 2 Chinese cases of diphtheria and 3 Chinese cases of enteric fever were reported in the Colony. All these cases ended fatally.

Amongst the passengers who left by the President Poik on Monday were Mr. and Mrs. Grossman, Mr. L. Dunbar and Mr. P. M. Hodgson.

During the Christmas holidays, the local exchange banks will be closed for the transaction of public business on Saturday and Monday.

Commodore J. L. Pearson, C.M.G., Mrs. Pearson and the Ward Room officers of H.M.S. Tamar are giving a dance on Wednesday, January 20th.

A small match in the Chinese cemetery on Mount Davis was destroyed by fire on Monday. The fire was started by the burning of joss sticks.

The compradore of the s.s. Cheung Shing has reported to the Police that on the night of December 19th, someone stole 20 tins of peanut oil from the vessel. The oil is valued at \$182.

The annual Congregation of conferring degrees is to be held at the Hong Kong University on Tuesday, January 11th, 1927. Tea will be served at 4 p.m., and the degree ceremony takes place at 5 p.m.

A Director of the Lee Wah Company, Des Vaux Road Central, has reported to the Police that one of his collectors is missing. It is alleged that the man had collected \$331 from the firm's customers.

Mr. R. J. Goodman, Superintendent of the Store Department of the Hong Kong and Whampoa Dock Co., Ltd., won \$7,995.50 with ticket No. 5037, in the "A" Cash Sweep at Fanling races on Saturday.

Shareholders are reminded that the tenth ordinary general meeting of the Industrial and Commercial Bank, Ltd., will be held at the Head Office of the Company, York Building, this afternoon at two o'clock.

"I had a jolt and my light went out," said a Chinese cyclist, when he was charged with riding a bicycle without a light, before Mr. R. E. Lindell at the Central Magistracy yesterday morning. He was fined \$2.

Mr. A. V. Pinson, Mrs. Day, Mr. and Mrs. Warnke, Mr. J. da Silva and Mr. M. d'Almeida arrived in Hong Kong on the Yellere yesterday from Shanghai. A number of the passengers from Kobe are going on to Bombay.

Mr. Ho Leung, Compradore of Messrs. Jardine, Matheson & Co., Ltd., reported to the Police yesterday that a clerk of his had absconded with about \$3,000, which he had collected from various shops on behalf of Mr. Ho Leung.

A Chinese coolie while employed on board the s.s. Tai yesterday fell into the coal bunker and sustained serious injuries. He was removed to the Government Civil Hospital where he died a few minutes after his admission.

The annual distribution of prizes to children attending the Peak School takes place this morning, at eleven o'clock, at the Peak Club. Lady Clementi will distribute the prizes, and there will be an "interesting entertainment by the pupils.

The following forthcoming weddings are announced:—Mr. James Harper Taggart, Director of the Hong Kong and Shanghai Hotels, Ltd., to Mrs. Mary Turner, residing at No. 738, Fell Street, San Francisco; and Mr. Guy Athel Harrell, passenger agent for the Dollar Steamship Line, of No. 4, Des Vaux Road, Hong Kong, to Miss Edith Amy Marsh.

THE STATE OF AFFAIRS
IN CHINA.

BRITAIN'S NEW POLICY.

SHANTUNG TROOPS ON THE MOVE.

[BRITISH WIRELESS SERVICE.]

Rugby, December 20th.

The contents of the memorandum handed by the British *Chargé d'Affaires* at Peking to the representatives of the Powers have not been disclosed, but it is known that the new statement constitutes another effort by the British Government to pursue a constructive policy in harmony with the spirit of the Washington Conference, but developed and adapted to meet the altered circumstances in China.

It is pointed out that the sympathetic attitude of Britain to Chinese aspirations for the revision of existing Treaties had become obscured owing to the absence of a Central Government in China, the existence of which was a necessary condition for carrying out the Washington programme.

In the spirit of the Washington Agreements, the British Government has now laid before the other Powers certain suggestions regarding the attitude which, in its opinion, should be adopted to the questions of the surtaxes, extra-territoriality and the revision of Treaties. While continuing rigidly to abstain from interference in civil strife, the British Government feels that the growth of national Chinese sentiment necessitates a careful review by the Powers of the whole position.

Regarding the Washington surtaxes, the British view is that the disposal of these additional revenues should be left for competent local Chinese authorities to decide.

HOW IT IS REGARDED IN
LONDON.

Rugby, December 21st.

Until other Treaty Powers have had an opportunity of reading the British memorandum upon the Chinese situation, London official circles continue reticent as to its contents. The newspapers generally, however, welcome the move taken as an effort to clarify some aspects at least of an extremely complicated situation and to get back as far as present conditions allow to proposals made at Washington nearly five years ago.

Although it contains definite proposals particularly in regard to the surtaxes the British document is described here as a general exposition of the British attitude towards China rather than a concrete scheme for comprehensive settlement. It is emphasised that the memorandum must not be taken as a sequel to the recent conversations between Mr. Miles Lampson, the new British Minister to China, and Mr. Eugene Chen, the Cantonese Foreign Minister, as its composition dates prior to those meetings.

The *Manchester Guardian* says:—"There is no suggestion in the memorandum that regional recognition will be given to any faction. It is a firm principle of the British proposals that no attempt will be made by the Powers to intervene in China."

The *Daily Chronicle* recalls that the surtaxes proposed at Washington amounted to 2½ per cent. on ordinary merchandise and 5 per cent. on luxuries and says that the British view is that these might be now applied by each province in which they are collected, to its local needs. Such a solution, the *Chronicle* adds, would treat all China with impartiality. It simply enunciates the principle and leaves effective authority to carry it out.

[THROUGH REUTER'S AGENCY.]

SHANTUNG TROOPS CROSS
THE YANGTZE.

SHANGHAI, December 21st.

A message from Nanking, dated Saturday, says that Shantung troops have now crossed the river and are massed there in considerable numbers. Northern pickets are parading the streets.

The troops include 120 Russians, who are billeted in a hotel outside the city wall. It is reported that 3,000 Shantung troops have gone to Wuhu.

The general impression here is that General Chang Chung Chang's troops are replacing Marshal Sun Chuan Fang's men, and it is thought that the latter will proceed to the defence of Shanghai and Hangchow. The Chinese at Nanking appear to view General Chang's arrival with considerable apprehension.

[General Chang Chung Chang, has been Tapan of Shantung since early in 1926. He was Commander of the First Expeditionary Manchurian Army.]

THE "LIENSHING"
WRECK.

NAVAL INQUIRY AT SHANGHAI.

CAPTAIN TELLS HIS STORY.

SECOND MATE'S SENSATIONAL
ADMISSION.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, December 21st.

"It was owing to their disobedience of instructions that the passengers lost their lives," declared Captain Simpson at the Naval Inquiry into the loss of the *Lien-shing* at the British Court this morning.

Captain Simpson also stated that he had made 68 trips between Tientsin and Shanghai without having had an accident. He left the bridge at 2.15 a.m. on December 10th and went below. On returning at 3 a.m., he found the course had been altered. He went to get bearings at 3.50 but there was not any time for this as the vessel struck rocks 3 or 4 minutes afterwards. The second mate reported "rocks on the port bow."

The second officer, J. W. McCabe, stated to the Court that, contrary to the captain's standing order, he had not informed him of the vessel's course having been changed.

The hearing was adjourned.

EMPEROR OF JAPAN'S
CONDITION.NO IMMEDIATE CRISIS
ANTICIPATED.

Tokyo, December 21st.

As the Emperor's condition does not warrant the belief in an immediate crisis, the members of the Cabinet, except the Premier, have returned to Tokyo to attend to urgent business in connection with the convocation of the Diet on the 24th instant.

"EARTHQUAKE IN COLOMBIA."

A TOWN DESTROYED.

GUAYAQUILA, December 21st.

The town of Carlosama, Colombia, has been destroyed by an earthquake. Mount Cumbal is believed to be in a state of eruption.

BRITISH-OWNED RANCH.

LOOTED BY BANDITS.

El Rio, Texas, December 21st.

Bandits raided a British-owned ranch, 90 miles south of the Mexican border, and drove off several hundred horses and thousands of cattle.

NEW CARDINALS.

THE POPE'S ADDRESS.

Rome, December 20th.

His Holiness the Pope, at a Secret Consistory created two new Cardinals, Monsignor Ganba and Monsignor Lauri, Archbishops of Turin and Ephesus respectively, and he also preconised a number of Bishops.

The Pope, in an address, strongly denounced the persecution of Catholics and the church in Mexico where, he declared, the Government was inciting and even killing pious ecclesiastics and slaughtering unarmed faithful while praying at the Sanctuary of the Madonna. The Pope, after rejoicing at Signor Mussolini's recent escape, deplored the consequent attacks on Catholics in Italy, and rejoiced that the Government had issued severe orders against violence.

[REUTER'S AMERICAN SERVICE.]

BOLIVIAN TIN MINES.

"SUBSTANTIAL INTEREST" PUR-
CHASED BY AMERICAN
BANKERS.

New York, December 21st.

An American banking group, headed by Messrs Lehman Brothers, is understood to have purchased a substantial interest in the Patino Miners Enterprises Consolidated Incorporated, which operates the largest tin mines in Bolivia. It is proposed to offer the public about 200,000 of the company's shares.

U.S. ALIEN PROPERTY FUNDS.
SERIOUS ALLEGATIONS.

New York, December 20th.

The *New York World* gives prominence to a special despatch from Washington to the effect that the Comptroller General has reported to President Coolidge that Alien Property Funds have been illegally drawn from the Treasury and that the administration expenses are excessive, running into \$5,000,000.

"Worst System of Looting Ever
Known."

WASHINGTON, December 21st.

Senator Borah declared that the Comptroller-General's report disclosed the worst system of looting ever known, and he predicted a Senate investigation after Christmas.

WAR DEBTS TO
AMERICA.COMMENT ON THE COLUMBIA
UNIVERSITY MEMORANDUM.LONDON AND NEW YORK
PRESS OPINION.

[THROUGH REUTER'S AGENCY.]

LONDON, December 21st.

Commenting on the Columbia University War Debt Memorandum the *Daily Telegraph* declares that it is a most courageous document and emphasises that any Conference called by the United States—"and no other Power would think of calling it"—naturally would be welcomed by debtor nations. "We are confident the appeal which is based on a large and generous view of a most complex situation, will make steady headway. It is only the progress which is in doubt."

The *Times* recognises that the general conference advocated by the faculty of political science of Columbia University could hardly approach the subject of war debts without re-opening that on reparations and of throwing once more into the melting pot the fundamental provisions of the Versailles Treaty and the settlements thereunder. It considers that the real value of the Memorandum lies in the evidence it affords that a section of educated opinion in the Eastern States accepts the views and arguments continuously pressed upon America by her European creditors.

The *New York newspapers* are giving the Manifesto the foremost place, thus calling national attention to a topic hitherto left almost exclusively in the hands of the Government.

The *New York Times* declares: "This penetrating study of the entire matter by the Columbia authorities should be set down as an event which will have a great influence on changing the mental attitude and altering the international policy of the American people."

A BASEBALL
SENSATION."STAR" HITTER OF ST. LOUIS
CARDINALS "TRADED."EXCHANGED FOR TWO OF THE
NEW YORK GIANTS.

[REUTER'S AMERICAN SERVICE.]

One of the biggest deals ever made in the history of baseball was revealed tonight with the announcement of the transfer of Roger Hornsby, manager and second baseman of the St. Louis Cardinals; this year's champion baseball team, to the New York giants.

Owing to failure to agree on salary terms—Hornsby insisted upon \$50,000 a year with a three year contract—and a quarrel with the chief owner of the St. Louis Club, Hornsby was "traded" for two members of the Giant's team.

It will be recalled that only two years ago one club offered the Cardinals \$50,000 cash for their star hitter.

The Giants have long been seeking for a counter attraction to Babe Ruth, the star of the New York Yankees, whose salary is \$52,000 a year.

A U.S. NAVAL BILL.

TEN LIGHT CRUISERS WANTED.
TO COST £3,000,000 EACH.

WASHINGTON, December 20th.

A Bill has been introduced by Mr. Butler, Chairman of the Naval Affairs Committee, for the construction of ten light cruisers at a cost of \$3,000,000 each, and has been favourably reported to the House of Representatives.

Mr. Butler, in introducing the measure, described it as being in line with President Coolidge's national defence programme. He declared that Britain, Japan and other countries were constructing large numbers of light-cruisers of 10,000 tons or under, which were permissible under the Washington Treaty.

HUDSON RIVER TRAGEDY.

ICE FLOES UPSET PASSENGER
LAUNCH.

33 PEOPLE PERISH.

New York, December 20th.

The bitter weather with which New York has been contending for the past fortnight has caused an unusual accident on the Hudson River, when a large launch, carrying workmen, was capsized by ice floes, ejecting hundreds of passengers into the icy water. All available craft were rushed to the rescue, but fourteen passengers are already known to be dead.

LATER.

The death toll is now given as 33.

"WHITE SPIRIT."

NON-INFLAMMABLE BELOW
85 DEGREES.

FRENCH SCIENTIST'S REPORT.

[THROUGH REUTER'S AGENCY.]

PARIS, December 21st.

The report of the tests of the so-called "white spirit," a petrol substitute, which is claimed to be non-inflammable at temperatures below 85 degrees Fahrenheit and to which it is possible to apply a match without ignition, was read by the experimenter, M. Dumanoir, of the Academy of Science. M. Dumanoir claimed that aeroplane experiments showed the new spirit to be superior to petrol at 9,000 feet, though inferior on the ground level from the viewpoint of the maximum of engine revolutions.

[REUTER'S AMERICAN SERVICE.]

NEW YORK SENSATION.

WEALTHY WOMAN FOUND SHOT
DEAD.

SORDID AFFAIR.

New York, December 20th.

The fashionable Park Avenue district has been given a sensation by a tragedy involving two unrelated families of the same name Mr. R. G. Ingersoll, the famous agnostic, and Mr. R. H. Ingersoll, the watch manufacturer.

The latter's estranged wife was found shot dead in bed in her flat, clad in a dressing gown and adorned with jewels worth \$7,000 and clutching a revolver, while Wallace Probasco, the sixty-year-old son-in-law of Mr. R. G. Ingersoll was found seriously shot, twice in the chest and once in the arm, lying near the telephone, with which he managed to telephone to his wife.

Probasco, who is now in hospital, is technically charged with homicide, but he and his wife claim that Mrs. Ingersoll shot Probasco and then killed herself owing to jealousy because Probasco wanted to break off their long friendship.

MEXICAN OIL LAWS.

BRIGHTER PROPECT FOR
FOREIGN COMPANIES.

Mexico City, December 20th.

Representatives of various foreign Oil Companies have begun informal discussions with the Secretary of Industry, Commerce and Labour, with a view to reaching an agreement with regard to the enforcement of the Petroleum and Land laws.

The Secretary previously made a statement that the Government had not applied the laws retroactively and did not intend to do so, besides which the Mexican Courts would not sanction this. Referring to nine important Companies which had applied for the necessary concessions confirming their rights, the Secretary of Industry said: "These Companies know that our legislation does not only not attack their rights but is favourable to their interests."

"TESS OF THE D'URBER-
VILLES."HARDY'S MASTERPIECE AT THE
"QUEEN'S."

A PICTURE WORTH SEEING.

A picture well worth seeing is "Tess of the D'Urbervilles," a splendid screen adaptation by Neilan, for Metro-Goldwyn, of Thomas Hardy's great masterpiece. The universal appeal in the story of "Tess" is powerfully retained in the screen version, and one witnesses a picture in which the tragedy, sorrow, pathos, and ultimate joy in the story cannot but fasten on every heart, just as much as it does in the book itself.

Apart from the faultless portrayal of the leading characters by Blanche Sweet, Conrad Nagel and Stuart Holmes, the picture is considerably enhanced by the beautiful surroundings in the Hardy-Wessex country in which the outdoor scenes were taken.

This picture will be shown again to-day for the last time and should not be missed. Also on the programme is a capital Gaumont news film, and a fine Prisma-colour picture of Torquay, the gem of the beautiful County of Devon, together with some excellent orchestral contributions.

Starting to-morrow, and continuing until the end of the week, is "The Man on the Box," starring the well-known screen actor, Syd Chaplin.

THE STAR THEATRE.

The Globe Trotters.

Dick Norton and his "New Globe Trotters" having concluded a successful season at the Queen's Theatre, are affording Kowloon residents an opportunity of hearing the latest that they have to offer in the way of light entertainment. To-morrow they open a short season at the "Star" Theatre, when an entirely new programme will be submitted.

The programme at the "Star" also includes the presentation of "The Great Divide," Reginald Barker's screen version of the famous American play by William Vaughn Moody. The story is an epic of the West; a powerfully dramatic story of the elemental clash of a woman, typical of the repressed culture of the "East" and a man typical of the fiery, defiant, lawless spirit of the West.

The principals of the cast are Alice Terry and Conway Tearle.

BRITISH AIR LINERS.

THE NEW EGYPT-INDIA ROUTE.

AIR MINISTER'S FLIGHT.

[BRITISH WIRELESS SERVICE.]

Rugby, December 21st.

Preparations are complete for the departure of the Air Minister, Sir Samuel Hoare, whose flight to India will inaugurate the new Egypt-India air route. The flight, on which Lady Hoare will accompany him, will commence on December 27th. Although Karachi will be the termination of the regular route to be operated in Spring, Sir Samuel Hoare will fly on to Delhi. The biplane, in which he will travel, is similar to two others designed for the service, the first of which arrived yesterday at Naples. The second, after a good flight from Croydon, reached Marseilles yesterday afternoon.

THE ROYAL TOUR TO THE
ANTIPODES.DUKE AND DUCHESS LEAVING
ON JANUARY 6TH.

Rugby, December 21st.

The battleship *Renown*, which will carry the Duke and Duchess of York on their visit to New Zealand and Australia, will leave Portsmouth on January 6th, four destroyers and five flying boats accompanying the cruiser as escort to Saint Catherine's Point, Isle of Wight.

BRITAIN'S TAXES ON MOTOR
VEHICLES.

Rugby, December 21st.

Over £18,000,000 was paid in taxes on 1½ million motor vehicles in Britain during the past year.

"BAD TIME-KEEPING" IN SHIP-
BUILDING YARDS.

Rugby, December 21st.

A joint effort is being made by the employers and the Trade Unions to eliminate the loss which has hitherto occurred in shipbuilding yards owing to bad timekeeping by the men.

OBITUARY.

FAMOUS MEDICAL RESEARCH
WORKER.

Rugby, December 20th.

Dr. Hugh Campbell Ross the well-known research worker, has died from pneumonia while on his way home to England, and was buried at sea off Aden. He was at one time Medical Officer of Health, in Cairo, and, under Lord Cromer's administration, started a campaign for the extermination of the mosquito. For the last eighteen years he had concentrated upon cancer and since 1910 had been Director of the McFadden Research Foundation. In the course of his investigations he visited the Pitcairn Islands where cancer is rare in order to examine the methods of life prevailing there.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Rugby, December 20th.

Paris	118.15/16
Brussels	34.38
Amsterdam	12.13
Berlin	20.38
Copenhagen	16.21
Vienna	34.40
Helsingfors	26.1
Lisbon	2.17/32
Buenos Aires	46.11/32
Shanghai	2/54
Yokohama	2/07
New York	4.85 1/2
Geneva	25.58 1/2
Milan	106 1/2
Stockholm	18.15
Oslo	19.27 1/2
Prague	16.32
Madrid	31.84 1/2
Rio	5 1/2
Bombay	1/5.27/32
Hong Kong	1/1 1/4
Silver (spot)	24 1/2
Silver (forward)	24.11/16

SIX ENGLISH MAGISTRATES
DISMISSED.SEQUEL TO ACTION DURING
STRIKE.

There was an aftermath of the General Strike in England last month when in the Commons Sir Douglas Hogg (Attorney-General) informed Sir Granville Wheeler (C. Faversham) that the Lord Chancellor received complaints during the general strike and the subsequent labour troubles with reference to 61 magistrates. In four cases the magistrates concerned had been convicted, three were bound over, and one was discharged under the Probation of Offenders Act.

In 27 cases the Lord Chancellor had not considered it necessary to call for explanations of their conduct, and in 18 other cases he had received satisfactory replies to his demand for explanations and had decided to take no further action.

In 4 cases the magistrates had been cautioned. Thirty-six had been removed from advisory committees of which they were members, and Six had been removed from the bench.

BEAM WIRELESS.

SPLENDID TESTS REPORTED.

[BRITISH WIRELESS SERVICE.]

Rugby, December 21st.

During the preliminary tests with the beam wireless between the stations at Grimsby, England, and Melbourne, Australia, speeds up to 225 words per minute, during 30 hours continuous working have been maintained and the signals were exceptionally clear.

H.M.S. "VINDICTIVE"
CONCERTS.FIRST OF THREE GIVEN LAST
NIGHT.

A BRIGHT ENTERTAINMENT.

Members of the ship's company of H.M.S. *Vindictive* gave the first of a series of three Christmas concerts at the Royal Naval Theatre last night. The programme will be repeated at the remaining concerts which will be given to-night and to-morrow night.

Divided into three parts, the programme is bright and much talent was shown by the artists contributing to the very lengthy, but pleasing and enjoyable entertainment.

The first part of the programme consists of individual items, including songs (sentimental and humorous), and with an amusing sketch.

Part two is made up of glees, songs, humorous interludes and a violin solo, and this brings to a conclusion the first half of an entertainment, in which 17 items have been given.

Part 3, the last part, is exceptionally good, for there is provided thirty minutes of fun, introducing old sea songs and chautiques, which were well worth hearing and rich with humour. These were introduced during the supposed voyage of a ship appropriately known as the *Skylark*.

Before the performance commences and during the intervals, the band of H.M.S. *Vindictive*, under Bandmaster A. Eames, played some very fine selections.

There was an appreciative, though not a very large audience present last night, probably on account of the boxing tournament proving an irresistible counter attraction. The concert, however, is well worth hearing. As stated, it will be repeated to-night and to-morrow night, and will begin at 8.45. Owing to the length of the programme, it is impossible to mention the many who either contributed to, or assisted in the entertainment.

LAWN BOWLS.

KOWLOON DOCK INTER-DEPART-
MENTAL FINAL.

The final of the Inter-Departmental Lawn Bowls Championship of the Hong and Whampoa Dock Co., Ltd., has been decided. The result of the match was a win for the Drawing Office over the Carpenters by the narrow margin of four shots, after a close and exciting finish.

The Carpenters, though without one of their players, Mr. D. Stahl, Superintendent, played an excellent game. The teams and scores were as under:—

Carpenters:—C. Atkinson, E. Docherty, W. Greig and W. Henderson (skip) 19.

Drawing Office:—V. Ramsey, J. McIntosh, J. McLaggan, and W. Johnston (skip) 23.

SMALLER BALL FOR CRICKET.

COUNTY CRICKET CLUBS IN
CONCLAVES.

ADVISORY COMMITTEE'S PLAN.

After considering various plans for helping bowlers in cricket matches, the Advisory Committee of the cricket counties, meeting at Rugby recently, decided that the use of a smaller ball is advisable.

A sub-committee, consisting of Lord Harris, the chairman, and two other members of the M.C.C. Cricket Selection Committee, and Mr. J. A. Dixon (Nottinghamshire), and Mr. T. A. Higson (Lancashire), and Mr. V. W. C. Jupp (Nottinghamshire), was appointed to go into the matter further.

This committee will also consider the question of less attention being paid to the preparation of wickets.

The tea interval on the third day of a match is to be abolished, and a suggestion by Lancashire for changing the system of scoring points in the county championship by allowing two points for a win and one each for a draw, the percentage principle to be maintained, was referred to a special sub-committee.

More Finger-Spin.

Mr. J. B. Hobbs, who holds the record for the number of centuries scored in first-class cricket, is in favour of a smaller ball. It would help the bowler in getting finger-spin, he said.

The laws of cricket at present stipulate that the ball shall weigh not less than 5½oz., nor more than 5¾oz. It must not be less than 9 inches or more than 9½ inches in circumference.

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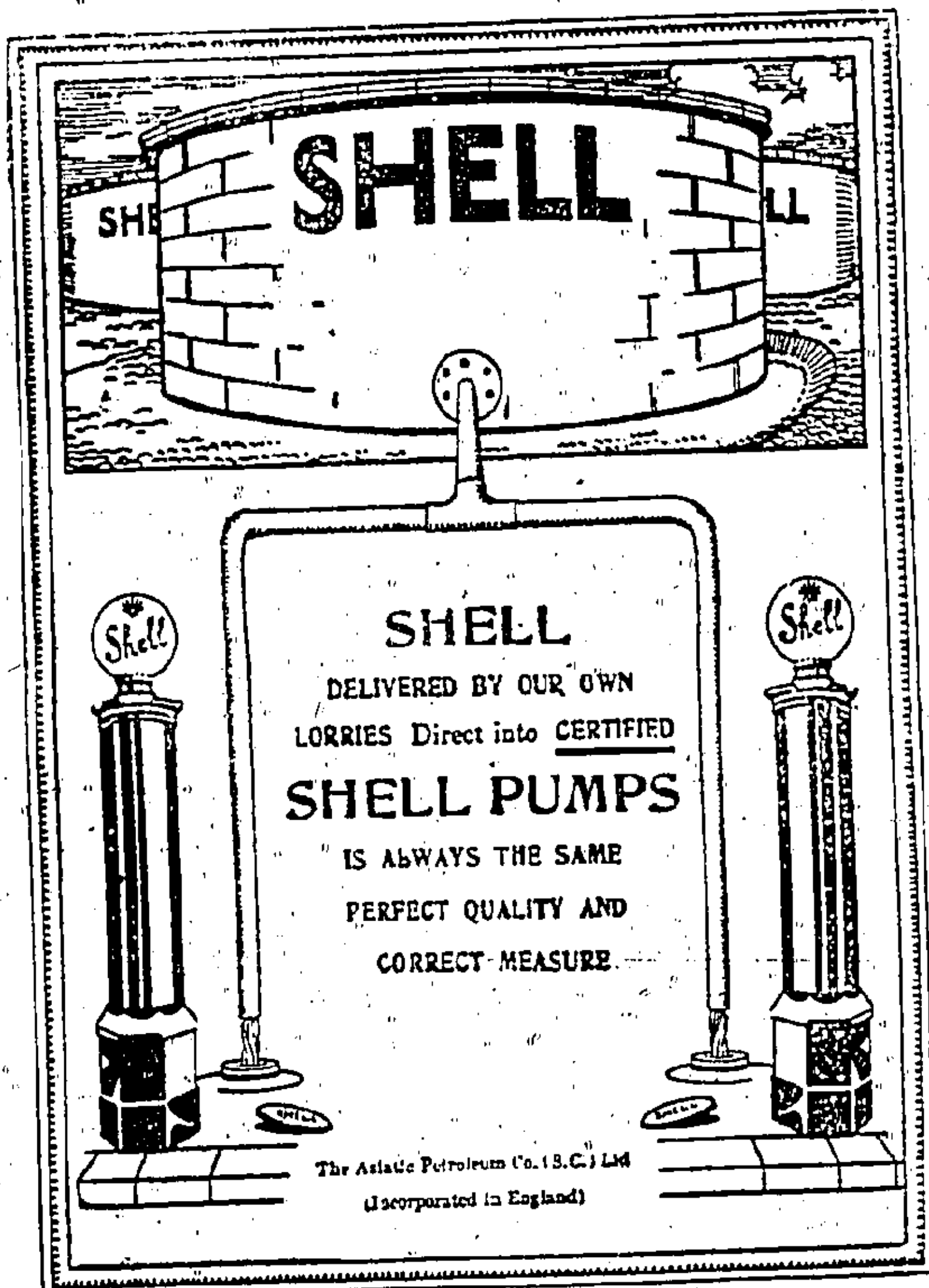
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Motoring Notes:

A Weekly
Review dealing

with matters of interest to all local motorists.—
On Top Gear—The Overland Whippet—Where Cars are Used—Malaya and China.

[BY AN OWNER-DRIVER.]

ON TOP GEAR.

In the humble opinion of more than one engineer in Hong Kong the car that is suitable for use in this island is one that will climb practically all of the way up to the Peak with a normal load on top gear. Especially is that true of any car owned by a Peak resident.

The problem is different in Kowloon. The gradients over the other side seem to be easier on cars. Probably a small car benefits from the fact that it has to run some distance out of Kowloon before it comes to a gradient. It has a chance to "warm up."

A few months ago the writer ran out to Tai Po on a small light car—a two-seater. We did the outward and the return journey on top gear all the way.

It is practically certain that if the car had been fitted with a four-seater body and had carried four passengers, it would have failed to maintain top gear all the way up to the Peak.

Probably the favourite run for Hong Kong motorists is from the lower Peak Tramway Station out to Repulse Bay. The new road over the hill (Wong Nai Chung Gap) has an easier gradient, especially on the return journey, than the road via Pokfulam.

LOCAL GRADIENTS.

It is a long pull up from Aberdeen to the home of the priests at Pokfulam. The first hill has a good gradient and practically all cars can manage it on top gear.

It is the second hill, commencing near the junction with Jubilee Road, that is the difficulty.

The approach at that junction is very bad and the authorities would earn the gratitude of all local motorists if they would make improvements near that junction.

Ascending the hill—it is usually called "The Dairy Farm Hill," probably because it divides the Dairy Farm property—is difficult.

The road turns and twists and towards the top of the hill there occurs the worst gradient.

Very few cars are fitted with gradient meters. It would be of interest to know if that gradient really is the steepest in Hong Kong.

They may be something more steep on the Shaikwan Hill but it is doubtful.

CHANGE GEARS.

Many a driver hangs on too long to top gear. When the speed of the car is falling fast on a gradient it is wise to change gears some time before it seems necessary to do so.

Nearly all local cars when fully loaded must change gears at that last steep gradient on the Dairy Farm Hill. It (fully loaded) does not have to change down from top gear at that last steep gradient on the Dairy Farm Hill, then it is over engine.

Speaking generally, the petrol consumption, on the level road, increases with the size of the engine.

So that we came to the conclusion that our ideal local car should change gears at that last steep gradient on the Dairy Farm Hill. It should, however, not be compelled to change down to the lowest of three gears.

On the other hand the ideal local car should be able to do the first hill out of Aberdeen and a good deal of the Dairy Farm Hill on top gear.

THE LOSS OF POWER.

In our present stage of knowledge about mechanism tooth gears seem inevitable although we are sanguine that some genius, such as the designer of the Constantinesco car, will save the next generation from the defects of tooth gears.

When there is a direct drive from the engine to the differential there is a minimum loss by friction.

When we drive through the other gears we lose a considerable amount of power—probably twenty-five per cent. or even more—by friction, etc.

The nuisance of that is that the loss of power comes just at a time when we can least spare it.

We are making a bigger demand than usual on the engine in ascending the steep gradient for we are doing much more work when we have to lift the car as well as drive it over the road surface.

If we have to use a lower gear all the way up from Aberdeen to Pokfulam, or all the way along Stubbs Road, to the Peak, we are using about twenty-five per cent. more petrol in the engine than if we were doing the same job on top gear with that same engine. We are also generating (in the lower gear) a good deal of heat due to excess friction.

It is the only story of the happy mean for the sake of economy. Most of us are so poor that we cannot afford to be extravagant. Of course, we should love to have a Daimler "Double Six" that would take any hill in Hong Kong on top gear with five up, but we can't afford to buy the car and some of us could not afford to run it even if some one appreciated us enough to present us with such a car.

We would like to buy the car that can carry five people in comfort, that is economical to run and that will not cost us much in the way of repairs.

By all means use the gears, but don't run several miles a day on a low gear. Don't be in a desperate hurry when you are not in top gear.

A LOST OPPORTUNITY.

Robinson Road is now opened for cars. The big wash out of the road right above Glenelg has been repaired.

Alas! the dangerously narrow bridge adjacent to that piece of road remains just as it was.

For years some of the local advocates of road improvements have been begging the authorities to widen that bridge.

It would not cost a great deal. It would, of course, be a nuisance during construction.

When the road was closed owing to the disappearance of a part of it near to that bridge it seemed almost that providence was helping the motorists. Alas! the old bridge remains. We must not take visitors along that road lest they see the new road and the old bridge.

THE OVERLAND WHIPPET.

SOME IMPRESSIONS OF A TRIAL RUN IN HONG KONG.

The triumph of the last two or three years, in the motoring world, has been the production of an inexpensive light car.

It is waited in eager expectation for the appearance of a light car that, according to British tax rating, had a seven horse-power engine. Some critics said that the engine was not powerful enough even for a light car. On the other hand the car was a remarkable production—good value for the price demanded.

America and Europe waited to see whether the Overland "Whippet" cars would be all that those associated with the design and production of them believed them to be. These cars are now on the market not only in Europe and America but in Hong Kong.

A LIGHT CAR.

For many months past we have seen advertisements in the local journals of these cars. We had to be patient for, although it was hoped to see them in Hong Kong some weeks ago, the first "Whippet" car available for inspection only arrived here a few days ago.

Almost as soon as it arrived the writer took it for a trial run. Just the usual trip round to Repulse Bay; one run via Pokfulam and the other over the hill and the Wong Nai Chong Gap. No consumption figures were taken—it was just an introduction. The car was so charming that it was a case of affection deepening acquaintance continued.

These are the first impressions of one who has driven all sorts of cars during an experience of a quarter of a century. First of all, the car is light. It looks quite a big car, but in actual fact it weighs only 17 hundredweight. A light weight tells its own story at the end of the year when you count up the expense of tyres. It also stands to reason that you use less petrol in propelling a 17 cwt. car than you do in propelling a car that is three times as heavy.

A POWERFUL ENGINE.

Most of the cars that weigh less than 20 hundredweight are fitted with engines of about 10 to 12 horse-power, British tax rating.

This car is fitted with an engine of 15.8 horse-power, British tax rating.

Thus the second impression is that the car is powerfully engined.

There are, in Great Britain, many engineers who advocate the use of the 10 horse-power engine and the light car. They claim, rightly, that it is quite powerful enough for the level road and when the car comes to a hill, there is the gear box—use it!

That is quite sound in its way. Conditions in Hong Kong are not the same as conditions "at home."

On the island the amount of hill climbing that must be done is abnormal.

Consider the case of Jones (or Robinson) who lives on the Peak. He wants a car that will climb about 1,500 feet twice, and sometimes three times a day, with a minimum trouble to the driver.

He can manage it "on top" gear all the way with five up with an engine rated at 15.8 horse-power. A few weeks ago the writer tried it with four up on a light car with an engine rated at between 10 and 11 horse-power. He found that the car could do it "on top" over parts of the journey but he had to "change gears" frequently.

An explanation of what that involves is given elsewhere. For the time being the writer gives it as his considered opinion that it is essential for any one who wishes to run up to the Peak twice a day to have a car that will do the journey on "top" gear.

That is the great secret of the popularity of the American car in Hong Kong—the powerful engine that saves continual gear changing. In that respect the "Whippet" scores considerably because of the powerful engine.

ECONOMY.

Some day, perhaps, the writer may be in a position to give figures on this subject. At present he can only repeat what he was told; that was that this car will run 35 miles to the gallon of petrol.

That statement was made in all good faith and no doubt "Whippet" cars have done 35 miles to the gallon.

Not in the ordinary daily wear and tear running in Hong Kong was the comment on the above assertion: "It is the same with all cars."

When the salesman says that a 23 horse-power engine (British rating) will give you a consumption of 22 miles to the gallon, ask him if he will pay up your petrol bill for any excess consumption!

He is probably repeating statements made by the makers. And they are giving figures obtained under ideal conditions. You never do run your car under ideal conditions!

Don't expect the impossible—viz., ideal conditions—in Hong Kong.

So we will leave out petrol consumption figures for the time being, except to say that it is probable that, in the daily wear and tear use of a car in Hong Kong, the "Whippet" will give you as good, if not a better, petrol consumption than any other five-seater car in the Colony.

Also, much better than a very large number of cars. For there are cars that cost a great deal for petrol. Eight miles to the gallon is a luxury for only the very wealthy people.

THE RICARDO HEAD.

What appealed greatly to the writer was the Ricardo type of cylinder head, which is incorporated in the four-cylinder engine of the "Whippet" car. Ricardo is a great engine and the cylinder head that bears his name ensures better combustion than the ordinary type.

A refinement that is found only on the high priced cars (with this exception) is pressure lubrication—not only to the crankshaft bearings but also to the connecting rods.

The car carries five people in comfort. It is amazing that the makers can afford to fit Gabriel "Snubbers" but they do it. These "Snubbers" ensure easy riding over rough roads.

The car looks larger than it actually is for it measures only 12 feet long 5 1/2 feet wide overall.

Four wheel (internal expanding) brakes are fitted. The Perrot Bendix three shoe system is used. That requires very light pressure to put the brakes on.

On several occasions these brakes were put on by the writer and were found to be easy in action and very satisfactory.

The body of the car is all steel. The finish is lacquer. The colour of the car, to be seen in Hong Kong is blue.

The local price of the car is good \$850. It is a car that should create a demand for itself.

It spells the eventual doom of the local "ricksha." It is light and so easily handled that it is especially to be recommended as a car for a lady to drive.

WHERE CARS ARE USED.

We have received from London, with the compliments of the Society of Motor Manufacturers and Traders, Ltd., a booklet of about 150 pages dealing with "The Motor Industry of Great Britain." It contains many very interesting items.

The introduction states that "the need for the collection and dissemination of authoritative statistics and information with regard to the motor industry of this country is evident."

Some of the facts collected are encouraging for those of us who wish to see machine power replace man power in China.

In 1911 there were 47,000 cars in use in Great Britain. In 1925 there were 580,000 cars in use. The figures for commercial vehicles are, for those years, 25,000 and 239,000 respectively.

Up to May 31st, 1926, nearly a million cars and motor vehicles had been registered.

Incidentally it may be mentioned that the population of Great Britain has been steadily rising from a total of 39,348,000 in 1908 to 43,767,000 in 1925. Has the motor industry done something to support the increased population?

In 1908 there were 800.7 persons in Great Britain for every motor vehicle registered. In 1926 there were 45.6 persons per vehicle. The following table makes us wonder where Hong Kong or Shanghai would figure in a list of towns and cities of Asia in which motor cars are used.

Country.	Vehicles.	No. of Persons per Vehicle.
United States	19,843,000	5.8
Canada	718,718	12.0
New Zealand	80,203	12.5
Australia	297,311	18.5
Great Britain	580,000	45.6
France	703,499	61.3
Germany	252,808	247.9
Italy	115,000	368.2

Perhaps the ratio of the number of people to the vehicles is a measure of the wealth of the country. It must also be remembered that gasoline is found in the United States. It is cheap there.

MALAYA AND CHINA.

In the statistics showing the world consumption of motor vehicles (compiled by the Society of Motor Manufacturers and Traders, Ltd.) it is stated that there are 17,330 private cars and 4,279 commercial vehicles in British Malaya.

The corresponding figures for China are 10,023 and 2,347.

The figures for Hong Kong given are 1,281 and 154. The percentage increase in private cars for Hong Kong in the twelve months that ended December 31st, 1925, is only 4.1 but for commercial vehicles the figure is 28.0.

One would have expected India to have more than 60,290 private cars and 9,864 commercial vehicles. It is noticeable that Hawaii has 23,000 private cars and 5,300 commercial vehicles.

(Continued on next Column).

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[A.P.S.]

FINDLATER'S
STAG'S HEAD BRAND
BRITISH
LAGER BEER

VERY LIGHT
\$19.50 PER CASE OF
6 DOZEN PINTS.

Or \$3.50 per dozen including
duty delivered to your
residence.

SOLE AGENTS—

GILMAN & Co., LTD.,

Hongkong Bank Building.

Tel. C. 280.

CONTINENTS.

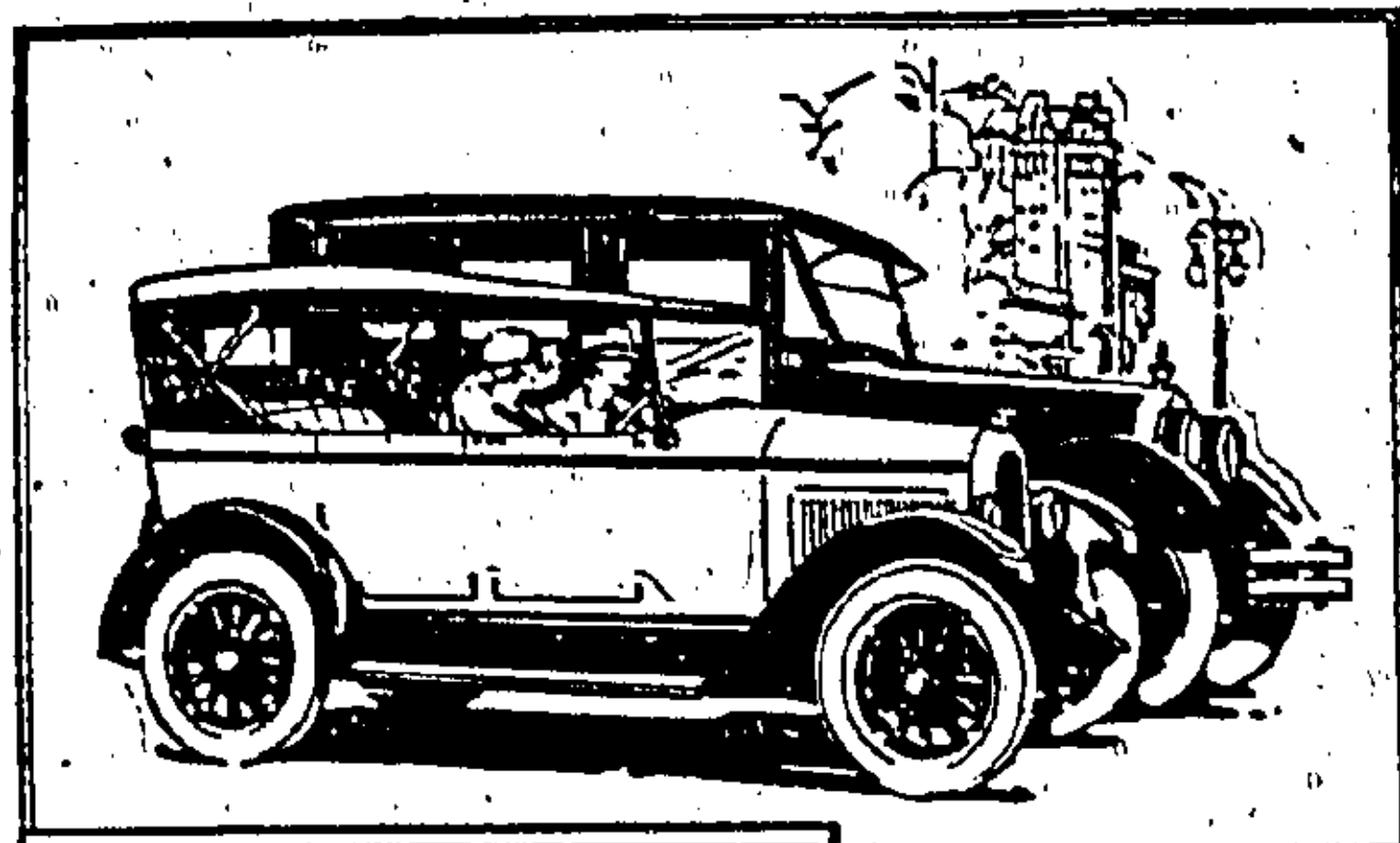
Of the world consumption of motor vehicles, considering the five continents, we see that America takes 86.5 per cent. Europe takes 10.6 per cent. Australasia 1.8 per cent.

Asia is almost negligible with 0.8 per cent. but Africa is worse with 0.4 per cent.

The total consumption of motor vehicles for the whole world is given as 24,348,793, of that total the British Empire absorbs 8.8 per cent.

The WHIPPET

sets a new pace

Compare other cars
by these standards

The Overland Whippet will turn in a 34-foot circle... park in a 14-foot curb space. A specially designed steering mechanism makes steering easy.

35 miles on an Imperial gallon of petrol.
55 miles an hour—5 to 30 miles in 13 seconds.
Four-wheel brakes—stop in 51 feet from a speed of 40 miles an hour.
Turns in 34 foot circle—parks in 14 feet of curb space.
5 feet 9 inches high—lower gravity centre—greater safety.
Modern-type body—provides more inside room than other light cars.

The Overland Whippet represents a combination of the most advanced American and European engineering thought.

It is a complete new car... designed and built as a unit... not an old-fashioned, reconstructed chassis. For over three years, Willys-Overland engineers in America and Europe have been developing it.

The distinctive body lines frankly resemble the smartest cars of America and Europe. It has a beautiful finish of polished Appennine blue lacquer—with nickle-plated lamp-rims and radiator shell. Low-slung... rakish... graceful as a Whippet... that's the proper way to describe it.

New Mechanical Standards

In high-torque motor of 3½-inch bore by 4½-inch stroke, is by far the most efficient light car engine made in the U. S. A. It actually develops more horsepower per cubic inch of piston displacement and pound of car weight than any other light four-cylinder engine.

It has an 80-lb. torque... this means greater pulling power... the ability to master hills, sand and mud, without shifting gears.

You have never seen a car like it before. In fairness to yourself drive this car... prove to yourself that no other light car is comparable to it.

Service Representative:

Mr. A. AHWEE.

GILMAN & CO., LTD.,

Hong Kong Bank Building.

Des Vœux Road Central.

Telephone C. 290.

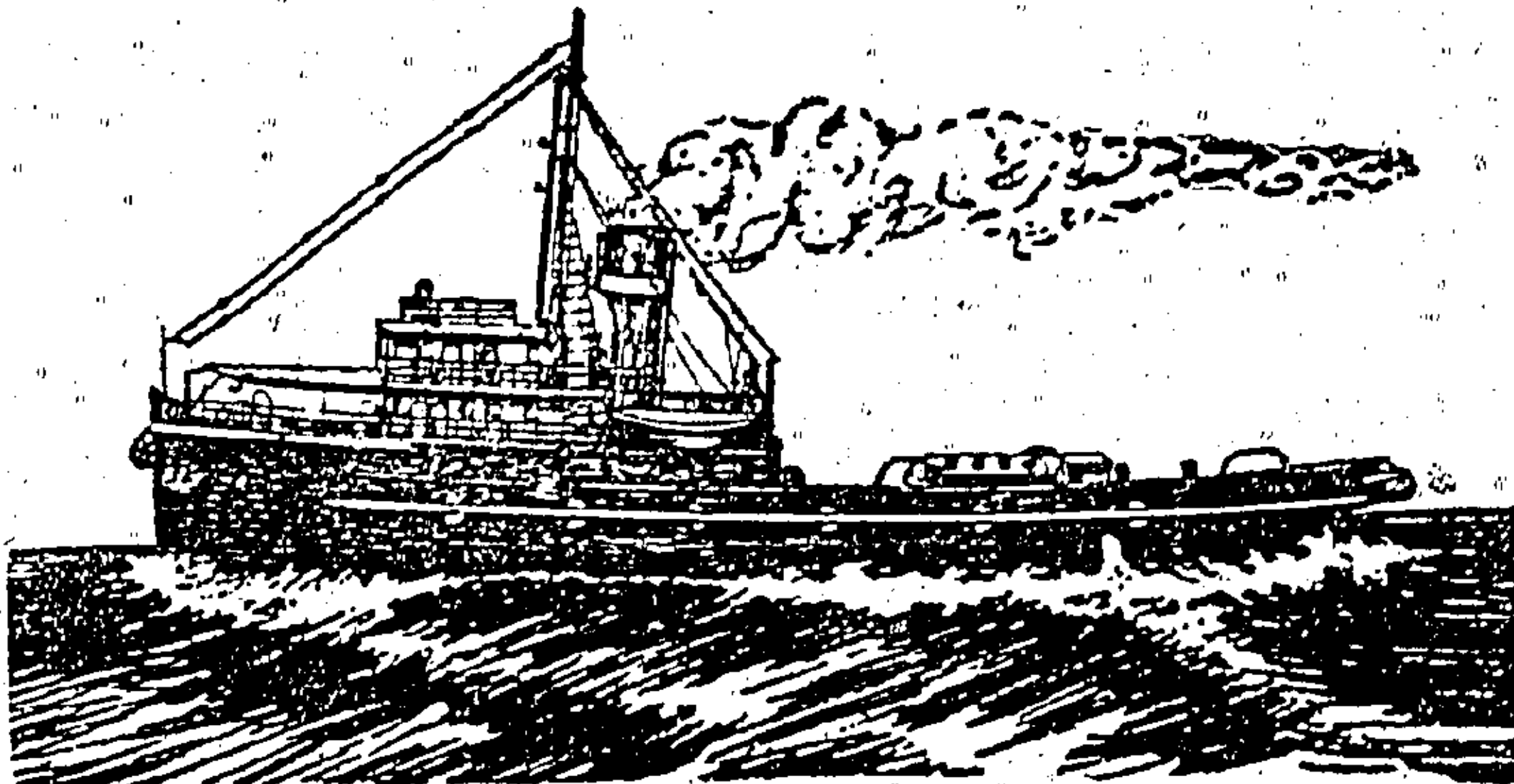
OVERLAND Whippet

The world's new type light car

WILLYS · OVERLAND · FINE · MOTOR · CARS

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins.Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.

Steel Twin-Screw Ocean-going Tug and Salvage Steamer.

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 168' B.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven reversible and centrifugal pumps, air compressor, wire-rope, searchlight and all modern appliances for Salvage Works. Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR
MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG
AND SCANDINAVIAN PORTS.

m.v. "AGRA" ... Loading about 5th January, 1927
m.v. "FORMOSA" ... Loading about 28th January, 1927
m.v. "CANTON" ... Loading about 28th February, 1927

FOR SHANGHAI AND JAPAN PORTS.

m.v. "CANTON" ... Loading about 21st January, 1927
For further particulars, apply to the Agents—
GILMAN & CO., LTD. G. E. HUYGEN.
Hong Kong. Canton.

SHIPPING NOTES.

The Messageries Maritimes steamer General Melinger came into port yesterday from Yokohama and Shanghai. The liner brought 8 tons of cargo for local discharge which consisted of gunny bags, abanite, mineral water and silk. The General Melinger also brought 63 European cabin, 64 European deck, and 64 Asiatic passengers. She also delivered 45 bags of mail for Hong Kong. The through cargo manifested was silk, raw silk, waste silk, flour, grapes, steel bars and gunny bags, all of which amounted to 963 tons.

The master of the m.s. Suigang in his report to the Harbour Office states that a Chinese passenger jumped overboard at Canton while undergoing medical examination. The body has not been recovered.

HONG KONG TO EUROPE.

A SPLENDID OPPORTUNITY
TO TRAVEL FROM HONG KONG TO EUROPE
IS AFFORDED BY THE LARGE AND
LUXURIOUS

CUNARD LINER

S.S. "CALIFORNIA"

Via

MANILA, BATAVIA, SINGAPORE, RANGOON,
CALCUTTA, COLOMBO, BOMBAY, SUEZ, HAIFA,
JERUSALEM, ATHENS, NAPLES, MONACO AND
CHERBOURG.

Due to Sail from HONG KONG at 8 a.m.
on the 15th MARCH, 1927.

For Passage Rates and Further Information,
Please Apply to—

THE TOURIST DEPARTMENT,
OF THE

HONG KONG & SHANGHAI HOTELS, Ltd.

2nd Floor, Exchange Building,
HONG KONG.

SUNRISE AND SUNSET IN
HONG KONG.

FOR DECEMBER, 1926.

(STANDARD TIME OF 120TH MERIDIAN,
OF GREENWICH).

Date	Sunrise	Sunset
December 22nd	6.59 a.m.	5.44 p.m.
" 23rd	6.59 "	5.45 "
" 24th	7.00 "	5.45 "
" 25th	7.00 "	5.46 "
" 26th	7.01 "	5.47 "
" 27th	7.01 "	5.47 "
" 28th	7.02 "	5.48 "
" 29th	7.02 "	5.48 "
" 30th	7.02 "	5.48 "
" 31st	7.03 "	5.49 "

MARTIN'S PILLS
APIOL & STEEL
Sure and certain for all Female
complaints. Every lady should
keep a box in the house.
Chemists and Stores sell
them throughout the world.
Proprietor:
MARTIN, Chemist, Southampton, England.

GHOST WHO WAS STABBED.

1.30 A.M. JOKE ENDS IN DEATH.

ENGLISH SENTRY'S SHOCK.

James William Smith (36), a marine who was stabbed while posing as a ghost, died in the Royal Marine Infirmary, Deal, three weeks after his prank.

Smith played his tragic joke in the East Barracks in the early hours of November 6th. Covering himself in a cloth, he approached a sentry, John William Charles Moat, and received two bayonet stabs.

In his evidence at the inquest, Moat, who is only 17, said: "It was a dark night... I heard footsteps coming from the direction of the disused burial ground situated in the barracks. I then saw a white object moving and coming directly towards me, and in a loud voice the object called out, 'Sentry!'"

"Who Are You?"

"I took it for a ghost as I could only see a white sheet moving. I approached the object and challenged it, calling 'Halt! Who are you?' Receiving no reply, I came to the on-guard position and repeated the challenge."

"I got no reply; instead the object came on moving its arms and hands underneath the sheet. I gave the challenge for the third time, and attempted to blow my whistle to summon the guard, but suddenly the white robed figure rushed at me and fell across the bayonet point. I pulled the bayonet out from him quickly."

"The ghost then hit me on the chin, and as I closed with him my rifle and bayonet and whistle fell to the ground. In the struggle the sheet came off, and I could see a head of hair—and then I realised that the ghost was a human being."

"He then ran away, and I chased him, but could not catch him. I went back and recovered my bayonet, rifle, and whistle, and close beside these I found a white sheet and a Marine's cap. I took these articles to the guard room. Beyond shouting the one word, 'Sentry!' the ghost uttered no other sound whatever."

A sergeant said that Smith dashed into the guard room at 1.35 a.m. on November 6th, and said, "Sergeant, the sentry has stabbed me." He had evidently been drinking heavily, but was not drunk. When the sentry entered and saw that the injured man was one of his mess mates, he said: "I am sorry, I did not know it was you."

Sentry not to Blame.

Surgeon-Commander Kelly said Smith's wounds had healed, and in his opinion the cause of death was pneumonia following exposure on the night of the incident.

A verdict of "Accidental death" was returned by the jury, who added that they did not consider that Moat was in any way to blame.

PRINCE OF WALES ON
BUILDING HOUSES.GOOD ARCHITECTURE A
BUSINESS PROPOSITION.

ABOLITION OF SLUMS.

The value of well-designed houses, not merely from the public point of view, but also as a business proposition, was emphasised by the Prince of Wales at the annual dinner of the Royal Institute of British Architects at the Guildhall.

Mr. E. Guy Dauber, president of the institute, who was in the chair, said the Prince on his estates had set a most admirable example in all the work he had carried out. He had carried on a high architectural tradition in all the work, and it was an example that might be followed by other landowners in this country.

In London, on his estates in Kennington, large areas of slums had been cleared away to be replaced by comfortable, convenient and attractive dwellings. (Cheers.)

In his reply the Prince said we could not escape from architecture, be it good or bad; we were sheltered by it, surrounded by it and affected by it every day of our lives.

"Good Business."

"If our architects are dull and uninspired," he went on, "we are condemned to live in ugly, ill-constructed buildings, or to go about our daily business in mean, ill-planned cities, towns and villages."

"If, on the other hand, our architects can give us surroundings which are both good to look at and good to dwell in there is bound to be a wonderful difference in our general well-being and in our whole outlook on life."

"Our president has said some very nice things about the architectural policy pursued on my Duchy estates. This policy has not, however, been followed solely for the good of the general public; it is also a very sound business proposition."

"We have always found that the erection of cottages or block of flats was cheaper when designed by an architect than if we merely adopted a stock pattern."

"A Masterpiece."

"We have found, too, that a well-designed, simple building invariably gives greater pleasure to those who live in it, and creates in them a real pride in their home."

"So I should like anybody who contemplates the erection of a building, great or small, to beware of the fallacy that it is good policy to economise on the architect's fee. Speaking simply as a landlord, I can assure him it is not."

During the evening the Prince presented the Royal Gold Medal for Architecture to Professor Ragnar Ostberg, of Stockholm.

"By universal consent," said the Prince, "Professor Ostberg's masterpiece, the new town hall in Stockholm, is one of the greatest buildings ever produced by human genius, and we are proud that our medal should be in his hands."

£90,000 STATION FOR EPSOM.

A new station costing £90,000 is to be built at Epsom. It will be welcomed by the crowds that go to the famous Downs for the Derby.

At the present the town has two stations quite near to each other, Epsom and Epsom Town. An entirely new station is to be built on the site of the former, with two island platforms, each 650 feet long and 35 feet wide, protected over part of their length by an awning 300 feet long. There will also be a loading dock 200 feet long for dealing with horses.

The Epsom Town station will then be used exclusively for goods traffic.

HONG KONG METEOROLOGICAL
REGISTER.

Hong Kong Observatory, December 21st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 1 p.m.
Barometer ...	30.06	30.17	30.18
Temperature ...	69	64	68
Humidity ...	59	74	49
Wind Direction ...	NNW	Calm	N
Force ...	1	0	2
Weather ...	C	B	B
Rain ...	0.00	0.00	0.00

Highest open-air Temperature on 20th ... 70
Lowest open-air Temperature on 21st ... 54

B=Blue sky; C=Cloudy; D=Drizzle;
F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From December 22nd to 23rd, 1926.

Days of Week	Date	High Water		Low Water	
		H. Kong. Standard Time.	Height.	H. Kong. Standard Time.	Height.
Wed.	22	h. m.	ft. in.	h. m.	ft. in.
		1 15	4 3	6 44	0 9
Thurs.	23	1 56	11 5	6 23	1 1
		11 19	7 1	4 47	1 0
Fri.	24	3 34	4 3	7 18	1 4
		11 55	6 6	6 25	4 2
Satur.	25	—	—	8 6	1 7
Sun.	26	5 03	6 2	8 57	2 0
		5 44	4 6	7 18	4 5
Mon.	27	1 23	8 6	9 48	2 3
		5 41	4 9	9 45	4 5
Tues.	28	2 35	5 1	10 28	4 1
		5 39	5 2	11 24	4 1

SHIPPING NEWS.

ARRIVALS.

December 20th.
Chenau, British str., 1,355 tons, Capt. T. G. Beer, from Shanghai and Amoy, with a general cargo, lying at buoy No. 115.—B. & S.
Cheribon Maru, Japanese str., 2,515 tons, Capt. K. Yama, from Sourabaya and Balikpapan.—The latter port she left on December 11th, with molasses and sugar, lying at buoy No. 225.—Nanyo Yusen Kaisha.
Formosa, Swedish motor ship, 7,032 tons, Capt. H. W. Borin, from Sothenburg, which port she left on October 23th, with a general cargo, lying at Kowloon Wharf.—Gilman & Co.
Fuchuan, Chinese str., 455 tons, Capt. Hong Chuan, from Amoy, with a general cargo, lying at Shamshuiipo.—Yew Sun & Co.
 December 21st.
General Metinger, French str., 13,000 tons, Capt. P. P. P. from Shanghai, which port she left on December 15th, with a general cargo, lying at Kowloon Wharf.—Messageries Maritimes.
Helios, Norwegian str., 1,112 tons, Capt. O. S. Olsen, from Bangkok and Swatow, with a cargo of rice, lying at buoy No. C12.—Thoresen & Co.
Hydranga, British str., 561 tons, Capt. R. Elvige, from Kwang Chow Wan, with a general cargo, lying at Chiu On Wharf.—Chiu On S.S. Co.
Mexico Maru, Japanese str., 3,557 tons, Capt. T. Motoshige, from Moji, which port she left on general cargo, lying at Kowloon Wharf.—O.S.K.
Nellor, British str., 4,299 tons, Capt. A. H. Hignett, R.N.R., from Kobe and Shanghai. The latter port she left on December 15th, with a general cargo, lying at buoy No. A1.—MacKinnon, Mackenzie & Co.
Nittaga Maru, Japanese str., 1,234 tons, Capt. H. Ishikawa, from Kiiro, which port she left on December 18th, with a cargo of coal, lying at buoy No. C53.—M.B.K.

PASSENGERS.

ARRIVALS.
 Per s.s. *Nellor*, from Kobe, on December 21st:—Mr. A. V. Pinson, Mrs. May, Mr. and Mrs. Warke, Mr. J. de Silva, Mr. M. d'Almeida, and Master Bell.

HONG KONG SHIPPING.

THROUGH FREIGHTS RETURN TO AVERAGE.

LOCAL IMPORTS STILL DOWN.

The returns showing the amount of general merchandise imported for Hong Kong and for ports beyond during the 24 hours ended at 9 a.m. yesterday, showed that freights discharged here were still below the average, but that through cargo manifested has returned to the normal.

Out of 11 arrivals, 9 steamers brought freights for the Colony amounting to 7,124 tons, of which 2,268 tons were unloaded from 3 British steamers. The two best returns were on the s.s. *Nittaga Maru*, which brought 2,048 tons from Hakata and Kiiro, and the B. & S. s.s. *Kiangsu* brought 1,730 tons from Bangkok and Swatow.

Through cargo was manifested on 7 vessels out of 11 arrivals. The total tonnage carried by these vessels was 22,333 tons, of which, 2,296 tons were on British steamers.

The three steamers which carried the heaviest freights for ports beyond were the s.s. *Formosa* (Swedish), which had 8,310 tons loaded at Gothenburg and Singapore, the Dutch vessel *Gemma*, arriving from Antwerp and Manila, carried 6,800 tons and the *Cheribon Maru*, from Sourabaya and Balikpapan, also had 4,457 tons.

The arrivals and departures during the same period under review were: British 4 arrivals and 1 departure; Japanese 2 arrivals and 1 departure; Chinese 2 arrivals and 1 departure; Danish 1 arrival; Dutch 1 arrival and 1 departure; German 1 departure; American 1 departure; Swedish 1 arrival.

The vessels in port numbered 72, of which, 20 were British.

The tabular lists of arrivals and clearances will be found in another column.

SHIPPING NOTES.

For failing to exhibit regulation lights, the master of a trading junk was fined \$15 or two weeks' hard labour by Lieut. Comdr. G. F. Hole, R.N., at the Marine Court yesterday morning.

No deck passengers entered the Colony from the 11 vessels which came into port during the 24 hours ended at 9 a.m. yesterday.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC. TO VICTORIA AND VANCOUVER.

STRAMERS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF ASIA	Jan. 8	Jan. 8	Jan. 11	Jan. 14	Jan. 23
EMPEROR OF CANADA	Jan. 28	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPEROR OF RUSSIA	Feb. 16	Feb. 17	Feb. 20	Feb. 23	Mar. 2
EMPEROR OF ASIA	Mar. 9	Mar. 10	Mar. 13	Mar. 16	Mar. 25
EMPEROR OF CANADA	Mar. 30	Mar. 31	Apr. 3	Apr. 6	Apr. 15
EMPEROR OF RUSSIA	Apr. 19	Apr. 20	Apr. 23	Apr. 26	May 5
EMPEROR OF ASIA	May 11	May 12	May 15	May 18	May 27
EMPEROR OF CANADA	May 30	May 31	Jun. 3	Jun. 6	Jun. 15
EMPEROR OF RUSSIA	Jun. 19	Jun. 20	Jun. 23	Jun. 26	Jul. 5
EMPEROR OF ASIA	Jul. 11	Jul. 12	Jul. 15	Jul. 18	Jul. 27

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

CONNECTING SAILING ST. JOHN TO LIVERPOOL.

MONTROSE	February 4	MONTROSE	April 9
MONTNAIRN	February 19	MONTROSE	April 23
MONTCAIM	March 12	MINNEDOSA	May 13

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

BOOKINGS NOW OPEN.

Early application for Space is advisable.

SPECIAL FARES TO EUROPE
£120 £112 £83

HONGKONG-MANILA SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Dec. 25	Dec. 27	Dec. 28	Dec. 30

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
 THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: GACANPAC.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hong Kong	Probable Sailings from Hong Kong for Marseilles
AMAZONE ... B	18th Nov., 1926	22nd Dec., 1926	4th Jan., 1927
ANGERS ... B	3rd Dec., "	5th Jan., 1927	1st Feb., "
DARTAGNAN ... A	17th Dec., "	19th Jan., "	15th Feb., "
SPAIN ... B	31st Dec., "	2nd Feb., "	1st Mar., "
PORTHOS ... A	14th Jan., "	16th Feb., "	15th Mar., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A Class 1st Class—£ 99. 0d. 0d. 3 Class (1st Class)—£ 85. 0d. 0d.
 STEAMERS 2nd —£ 70. 0d. 0d. STEAMERS 2nd —£ 61. 0d. 0d.
 Through Tickets to London and Landing Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

s.s. "DR. P. BENOIT" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd December.
 Sailings subject to alteration without notice.

For full Particulars, apply to:—
 MESSAGERIES MARITIMES CO.,
 12, QUEEN'S BUILDING, CHATER ROAD.
 CONSIGNATION—TRANSIT—REPRESENTATION.

INDO-CHINA

STREAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CANTON	"KWAISANG"	Thursday, 23rd Dec., at 7 a.m.
SANDAKAN	"MAUSANG"	Friday, 24th Dec., at 2 p.m.
BANGKOK via SINGAPORE	"CHAKSANG"	Friday, 24th Dec., at 3 p.m.
TSINGTAU via SHANGHAI	"KWAISANG"	Saturday, 25th Dec., at 7 a.m.
OSAKA via AMOY, MOJI & KOBÉ	"NAMSANG"	Sunday, 26th Dec., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Wednesday, 29th Dec., at 7 a.m.
STRAITS & CALCUTTA	"LAISANG"	Wednesday, 29th Dec., at 3 p.m.
TIENTSIN	"CHIPSANG"	Saturday, 1st Jan., at 7 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Saturday, 1st Jan., at 9 a.m.
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Sunday, 2nd Jan., at 7 a.m.
STRAITS & CALCUTTA	"FOOSANG"	Monday, 3rd Jan., at 3 p.m.
SANDAKAN	"HINSANG"	Monday, 10th Jan., at 2 p.m.
KOBÉ via MOJI	"FOOSANG"	Wednesday, 12th Jan., at 7 a.m.
TIENTSIN	"CHEONGSHING"	Friday, 14th Jan., at Noon.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hong Kong
"PEMBROKESHIRE"	23th Dec.
"GLENIFFER"	8th Jan.
"GLENOGLE"	20th Jan.
"GLENAMOY"	6th Feb.

HOMEWARDS.

Vessel	Discharges	Leave H. Kong.
"GLENARA"	...	28th Dec.
"GLENIFFER"	...	29th Dec.
"GLENOGLE"	...	30th Dec.
"GLENAMOY"	...	31st Dec.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3695.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
 CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
 FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN
 S.S. "MUNSTERLAND" ... due here on or about the 18th January, 1927
 S.S. "OLDENBURG" ... due here on or about the 15th February, 1927

SAILINGS FOR EUROPE VIA MANILA SINGAPORE
 COLOMBO AND PORT SAID

STEAMER'S NAME	Port of Call	DATE OF SAILING
S.S. "PREUSSEN"	Genoa, Marseilles, Rotterdam & Hamburg	2nd January, 1927
M.V. "WOOTLAND"	Genoa, Rotterdam & Hamburg	24th January, 1927
M.V. "MUNSTERLAND"	Rotterdam & Hamburg	17th February, 1927
S.S. "OLDENBURG"	Genoa, Rotterdam & Hamburg	25th March, 1927
S.S. "SAARLAND"	Genoa, Rotterdam & Hamburg	22nd April, 1927
S.S. "HESSEN"	Genoa, Rotterdam & Hamburg	21st May, 1927
S.S. "PREUSSEN"	Genoa, Rotterdam & Hamburg	18th June, 1927

Sailings date subject to alteration without notice.

For freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.

TEL. C. 2225.

16

JAVA-CHINA-JAPAN LIJN.



REGULAR FOREWRIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	JAVA & MEXAR	In Port	24th Dec.	SHANGHAI & N. CHINA
TJIKIN	N. CHINA & AMOY	22nd "	24th "	MAKASSAR & JAVA
TJISARORA	JAVA	26th "	30th "	SHANGHAI
TJIKARANG	SHANGHAI	27th "	30th "	BATAVIA
TJIKANDI	JAPAN	4th Jan.	5th Jan.	BATAVIA
TJIKAROM	JAVA & MEXAR	4th "	6th "	AMOI & NORTH CHINA
TJIMANOER	NORTH CHINA	6th "	7th "	BATAVIA
TJISONDARI	JAVA	9th "	12th "	SHANGHAI
TJISAROA	SHANGHAI	10th "	13th "	BATAVIA
TJISALAK	NORTH CHINA	19th "	21st "	MAKASSAR & JAVA

Wireless Telegraphy.
 The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates at all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage, apply to the
 JAVA-CHINA-JAPAN LIJN.

CLEARANCES.

December 21st.
Cheong Shing, for Gutluf.
Cheribon Maru, for Moji.
Fuchuan, for Amoy.
Fuk Tai, for Hoihow.
General Metinger, for Saigon.
Hai Ching, for Swatow.
Haitan, for Swatow.
Kwang Chow, for Amoy.
Kwong Foo, for Ma Low Chow.
Lee Sang, for Swatow.
Nanchang, for Saigon.
Nanning, for Swatow.
New Malindi, for Haiphong.
Tai Tak, for Hongkong.
Unkai Maru No. 3, for Canton.
Yunnan, for Saigon.

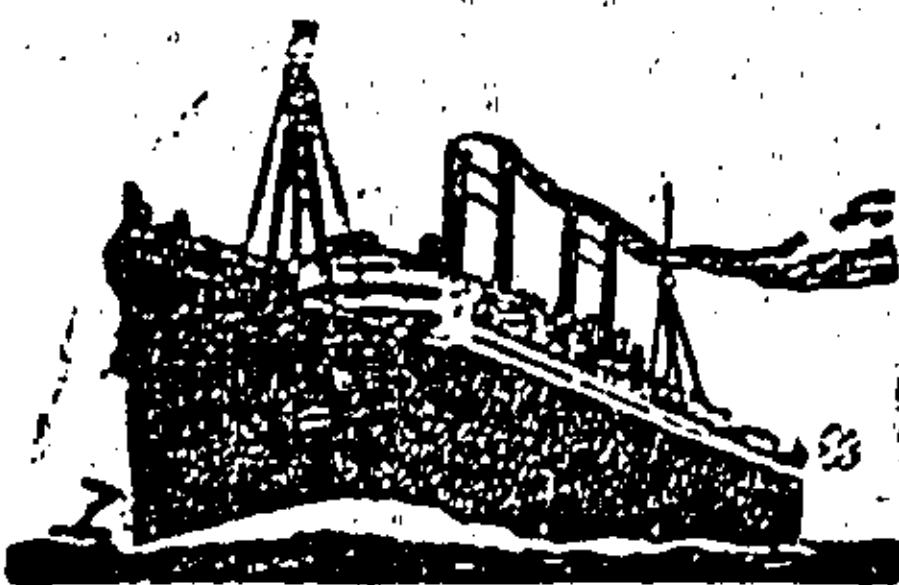
SHIPPING MOVEMENTS.

The P. & O. s.s. *Kalyan* left Singapore for this port yesterday at 10 a.m., with the outward English mails, and is due here on the 26th inst. at about 10 a.m.
 The P. & O. s.s. *Mantua*, from Hong Kong, arrived at London on December 18th, at 8 a.m.

VESSELS EXPECTED

Achilles (Blue Funnel), due January 27th, 1927.
Canton (Swedish East Asiatic), due January 21st, 1927.
Demodocus (Blue Funnel), due January 4th, 1927.
Empress of Canada (C.P.R.), due to-morrow.
Ion (Blue Funnel), due January 7th, 1927.
Kalyan (P. & O.), due December 28th, about 10 a.m.
Machaon (Blue Funnel), due January 16th, 1927.
Perseus (Blue Funnel), due January 20th, 1927.
Sarpedon (Blue Funnel), due January 5th, 1927.
Teritias (Blue Funnel), due to-morrow.
Voyland (Hamburg-America Linie), due to-day, at daylight.

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN PASSENGER AND FREIGHT SERVICE.

Cabin class £73. 4s. 0d. } To GENOA.
 Intermediate class £48. 2s. 0d.

NEXT SAILINGS:

STEAMERS	ARRIVAL AT HONG KONG AND SAILINGS FOR: SHANGHAI AND JAPAN.	SAILING FROM HONG KONG TO: GENOA, AMSTERDAM, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
*s.s. "YORCK" ...	20th December, 1926	4th January, 1927
*s.s. "PULDA" ...	27th January, 1927	28th February, "
*s.s. "DERFFLINGER" ...	25th February, "	28th March, "
*s.s. "TRIER" ...	25th March, "	30th April, "
*s.s. "SAARBRUECKEN" ...	22nd April, "	21st May, "
*s.s. "COBLENZ" ...		

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.

8, Queen's Building, Chater Road.

Agents, HONG KONG.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF GLASGOW" ... For Marseilles, London, Hamburg & Havre ... 13th January.

Passenger Service
 S.S. "CITY OF LAHORE" ... London, Havre, Rotterdam & Hamburg ... 9th February.

FARES TO LONDON: 1st Class £72, Second Class £49 10s.

S.S. "CITY OF CALCUTTA" ... Marseilles, London, Havre & Hamburg ... 24th March.

FARES: First Class to MARSEILLES £73; to LONDON £80.
 Second Class to MARSEILLES £51; to LONDON £55.

AUSTRALIA

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "COLORADO" ... via Suez Canal ... 27th December.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & HAVANA ... AMERICAN & ORIENTAL LINE

M.V. "WEIRBANK" ... via Suez Canal ... 30th January.

MAURITIUS & SOUTH AFRICA ... ORIENTAL, AFRICAN LINE

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amalia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—

Telephone: Central 4791.

THE BANK LINE, LTD.

N.Y.K. LINE

CARLISLE SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU ... Tuesday, 11th Jan. at Noon
TENYO MARU ... Monday, 24th Jan. at Noon
KOREA MARU ... Sunday, 8th Feb. at Noon
SHINYO MARU ... Tuesday, 22nd Feb. at Noon
SIBERIA MARU ... Sunday, 6th March at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

RAKUTO MARU ... Saturday, 15th Jan. at Noon
GINYO MARU ... Middle of February, 1927.

MARSEILLES, LONDON, ANTWERP & ROTTERDAM via Ports.

HAKONR MARU ... Saturday, 1st Jan. at 11 a.m.
SUWA MARU ... Saturday, 15th Jan. at 11 a.m.
FUSHIMI MARU ... Saturday, 29th Jan. at 11 a.m.
HAKOZAKI MARU ... Saturday, 15th Feb. at 11 a.m.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Thursday, 23rd Dec. at 11 a.m.
AKI MARU ... Wednesday, 19th Jan. at 11 a.m.
MISHIMA MARU ... Wednesday, 23rd Feb. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOA MARU ... Monday, 27th Dec.
BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU ... Friday, 31st Dec.

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU ... Wednesday, 29th Dec.

CALCUTTA via Singapore, Penang & Bangkok.

CEYLON MARU ... Thursday, 30th Dec.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Saturday, 21st Jan.

SHANGHAI, KOBE & YOKOHAMA.

HAKOZAKI MARU ... Monday, 27th Dec.

SEIKO MARU (Mojito direct) ... Saturday, 1st Jan.

HAKONAN MARU ... Monday, 10th Jan.

For further information, apply to—NIPPON YUSEN KAISHA.

Telephone: Central No. 592 (Private exchanges to all Dept.).

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

BOSTON

NEW YORK

PHILADELPHIA

M.V. "JAPANESE PRINCE" ... 4th January, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

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ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT JEFFERSON" ... Dec. 30th, 5 p.m.

"PRESIDENT GRANT" ... Jan. 11th, 5 p.m.

TO EUROPE—£120-£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT JEFFERSON" ... Dec. 22nd, 5 p.m.

"PRESIDENT GRANT" ... Jan. 3rd, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephone: Central 2477, 2478 & 795

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KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA).

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 23rd December.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to a destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

Yokohama, Osaka Road. [12]

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)
MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES

MADEIRA, S. A. T. & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-
STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"NELLORE"	6,852	23rd Dec. Noon	Singapore, Penang, Colombo and Bombay.
"KHIVA"	9,135	26th Dec. Noon	Marseilles, London, Antwerp and Hull.
"MIRZAPUR"	8,715	29th Dec. Noon	Marseilles, London, Hamburg & Rotterdam.
"NTANZA"	7,025	31st Jan.	Singapore, Penang, Colombo and Bombay.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London, Antwerp and Hull.
"DEVANHA"	8,155	28th Jan.	Singapore, Penang, Colombo & Bombay.
"KOREA"	10,918	10th Feb.	Marseilles, London, Antwerp and Hull.
"DELTA"	8,097	15th Feb.	Singapore, Penang, Colombo & Bombay.
"KASHGAR"	9,005	19th Feb.	Marseilles and London.
"NELLORE"	6,852	2nd March	Marseilles, London, Antwerp & Rotterdam.
"MANTUA"	10,902	5th March	Singapore, Penang, Colombo & Bombay.
"KASHGAR"	9,005	12th March	Marseilles and London.
"NTANZA"	7,025	15th March	Singapore, Penang, Colombo & Bombay.
"MONGOLIA"	11,120	22nd April	Marseilles and London.
"KASHGAR"	8,155	9th April	Marseilles, London, Antwerp & Rotterdam.
"DEVANHA"	9,125	15th April	Marseilles, London, Antwerp & Rotterdam.
"KASHGAR"	8,097	27th April	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,930	20th April	Marseilles and London.
"KHIVA"	9,135	14th May	Marseilles, London and Antwerp.
"MORSA"	10,138	28th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS		
Steamship.	Tons.	From Hongkong (about)
"SHIRALA"	7,841	28th Dec.
"TAKIWA"	7,936	31st Dec.
"TAKADA"	6,449	21st Jan.
"TILAWA"	10,000	1st Feb.
"TALMA"	10,000	12th Feb.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)		
Steamship.	Tons.	From Hongkong (about)
"ST. ALBANS"	4,500	31st Dec.
"ANAFURA"	6,000	29th Jan.
"TANADA"	6,955	4th Mar.
"ST. ALBANS"	4,500	1st April
"ANAFURA"	6,000	29th April
"TANADA"	6,955	3rd June

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hong Kong, Cebu, Kolsambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN		
Steamship.	Tons.	From Hongkong (about)
"KALYAN"	9,144	26th Dec. 4 p.m.
"TAKADA"	6,949	31st Dec.
"ANAFURA"	6,000	4th Jan.
"MORSA"	10,915	7th Jan.
"DEVANHA"	8,155	7th Jan.
"NAGPORE"	10,000	12th Jan.
"KASHGAR"	8,223	18th Jan.
"KASHGAR"	9,005	21st Jan.
"DELTA"	8,097	21st Jan.
"TALMA"	10,000	21st Jan.
"MANTUA"	10,902	4th Feb.
"NELLORE"	6,852	5th Feb.
"TANADA"	6,955	8th Feb.
"MONGOLIA"	11,120	17th Feb.
"NTANZA"	7,025	18th Feb.
"KASHGAR"	8,155	4th March
"MACHONIA"	4,500	8th March
"DEVANHA"	8,155	12th March
"KASHGAR"	9,125	15th March
"MALWA"	10,930	1st April
"DELTA"	8,097	1st April
"ANAFURA"	6,000	5th April

All rates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornhill Road Central, HONGKONG.

Agents. [1]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"COLORADO" ... Via Suez Canal 21st December.

"OANFA" ... Via Suez Canal 14th January.

"CYCLOPS" ... Via Suez Canal 28th January.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON, JARDINE, MATHESON & CO., LTD., CANTON.

CHINA NAVIGATION CO., LIMITED.

HANGKOK	"KWANGTUNG"	On 22nd Dec. 4 p.m.
SWATOW, SHANGHAI & TSINGTAO	"CHENAN"	On 2nd Dec. 6 a.m.
SHANGHAI	"SZFOHON"	On 25th Dec. 6 a.m.
SWATOW, SHANGHAI, TSINGTAO & DALNY	"YINGCHOW"	On 26th Dec. 6 a.m.
TSINGTAO, CHEFOO & SHANGHAI	"HUIHONG"	On 26th Dec. 6 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 26th Dec. 10 a.m.
AMOY & SHANGHAI	"SEANTUNG"	On 28th Dec. 6 a.m.
AMOY, SWATOW & SINGAPORE	"ANKING"	On 28th Dec. 6 a.m.
SWATOW, SHANGHAI & TSINGTAO	"SOOCHOW"	On 30th Dec. 6 a.m.
HONGKONG & HAIPHONG	"TEAN"	On 30th Dec. Noon.
SHANGHAI	"SINKIANG"	On 1st Jan. 6 a.m.
SWATOW, SHANGHAI, TSINGTAO & DALNY	"LIANGHONG"	On 2nd Jan. 6 a.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To

\$60 SINGLE AND \$90 RETURN.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

Telephone Central 35. CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	8th January	14th January
CHANGTE	8th February	15th February
TAIPING	11th March	18th March
CHANGTE	12th April	19th April

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.

Telephone: Central 86. [5]

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (PIUM).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 0s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hong Kong.

M.V. "ROMOLO" ... Sails on or about 6th January, 1927

M.V. "VIMINALE" ... Sails on or about 3rd February, 1927

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hong Kong.

S.S. "VENEZIA" ... Sails on or about 7th January, 1927

M.V. "ROMOLO" ... Sails on or about 4th February, 1927

M.V. "VIMINALE" ... Sails on or about 4th March, 1927

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

"UMZUMBI" ... Sails from Calcutta End of December.

"UMSINGA" ... Sails from Calcutta 31st January.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030. Agents. [17]

DOUGLAS STEAMSHIP CO., LTD.

HONG KONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAIPHONG ... Friday, 24th December, at 1 p.m.

Calling at Swatow and Amoy for Passengers only.

HAINING ... Tuesday, 28th December, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hong Kong to Fookow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers. [5]

